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PRINCIPAL CONTENTS.

American Machine Tools.....	901
A Remarkable Material—Vulcanized Fibre.....	901
Columbus and Hocking Valley Railroad.....	902
Cincinnati and Muskingum Valley Railway.....	903
Ogdensburg and Lake Champlain Railroad.....	903
Validity of Bonds in which the Wrong Act is Cited.....	904
Atlantic and Great Western Railroad.....	904
Lake Shore and Michigan Southern Railway.....	904
Lever and Cam Valves.....	905
Internal Commerce of the United States.....	906
Marietta and Cincinnati Railroad.....	906
Railroad Earnings.....	907
Federal and State Securities.....	908
Railroad Bond and Share Lists.....	909, 918
Financial and Commercial Affairs.....	925
Redemption of Five-Twenty Bonds.....	927
Hydraulic Elevators.....	928
Railroad and Canal Dividend Statement.....	929
Eastern (N. H.) Railroad.....	930

American Railroad Journal.

New York, Saturday, July 21, 1877.

American Machine Tools.

It required but slight observation to see a marked distinction between the machine tools as they were placed in juxtaposition in the Machinery Department of the recent Centennial Exhibition. The workmanship and finish generally were excellent, but design and proportion differed in many particulars.

The Worcester tools could be distinguished from the Fitchburgh ones, and these again from those contributed in Philadelphia. At one time all the Eastern tools were distinguishable for an almost profusion of ornament consisting of architectural moldings, bright colored painting, etc. These have been modified but not altogether abandoned, as was observable in some of the tools from Worcester and New Haven. On the other hand some tools from Hartford, Fitchburgh and New York resembled those made in Philadelphia where the style is plain without any architectural elabor-

ation and corresponds to modern practice in England. There is, however, an undoubted tendency toward the plain mode of constructing frames, and the moldings on lathe heads and tail stocks were not so numerous as might have been seen a few years ago. As far back as twenty-five years Joseph Whitworth & Co., of Manchester, Eng., discarded, if they ever had it, all architectural ornamentation on their tools. The frames were of the plainest description with perhaps a single border head, but the forms were singularly graceful, being elliptical or parabolic in outline. Their shaping machines and old "Jim Crow" planers will be remembered by some as examples of what we have stated. This same style for many years distinguished the tools constructed by William Sellers & Co., of Philadelphia, from others. The good example has been followed by many others and we opine that the ornate architectural style will be abandoned entirely in course of time as makers find their old patterns give out. By adopting plain surfaces castings can be more easily molded, and there are fewer receptacles for dirt when the tools are in use; they are better and more economical in all respects. Great originality in design and appliances was observable in the exhibits by William Sellers & Co., Bement & Son, of Philadelphia, George Corliss of Providence, the Pratt & Whitney Co., of Hartford, and the Fitchburgh Machine Co.; the latter company must have expended a large amount of capital in the introduction of new patterns.

Engineering, in speaking of American lathes, compares them with European ones, remarking the difference in general workmanship. "The latter (European lathes) are carefully fitted in all working joints, everything else is left plain and rough; but in America the whole machine is fitted up in one manner. The appearance of machine tools is a matter more thought of in America, and criticisms on the design, which generally means the framing, are often heard in cases where nothing but working qualities

would be thought of in England. The minute or detail fitting on Eastern-made lathes is exceptionally well done, and if the alignment and cross motion receive attention in proportion—which we question—it is a wonder how the tools are produced at the prices for which they are sold." An enquiry from any of the engineers and machinists named above will, we think, fully confirm the statement we now make, viz: that within the few past years they have exported a very great number of tools and are continually receiving orders from abroad, which is sufficient evidence that American machine tools will compare favorably with those of European manufacture.

The attention now given, far more than previously, to standard internal and external measurements, standard gauges, and surface plates for obtaining true plane surfaces will react favorably in the production of all mechanical work and especially in steam machinery and machine tools.

A Remarkable Material—Vulcanized Fibre.

It is now three years since the material known as Vulcanized Fibre was first successfully applied to practical uses. Its wonderful properties have been gradually developed, so that it has become an important article of commerce and as valuable in the industrial arts as

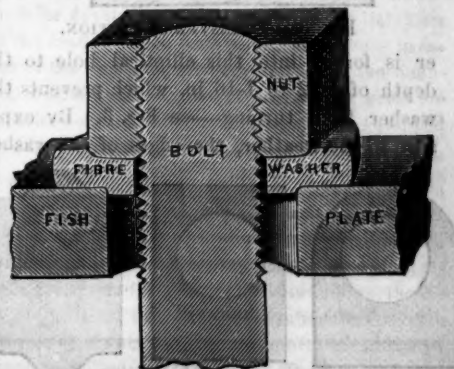


Fig. 1.—FISH-BOLT, WASHER, &C.

India rubber or gutta-purcha. It has been ex-

tensively applied to railroad purposes. For instance, fish-bolt washers as illustrated at Fig. 1, where the cut represents a section of fish-plate, with-bolt and nut, and vulcanized fibre elastic washer, showing the manner in which it works in use, indicating how it also "locks the nut." An examination of the cut will make it clear how this washer of vulcanized fibre serves not only as a permanent elastic cushion but also makes a perfect nut-lock, the object being to prevent the immense loss hitherto sustained by the dropping off of nuts from



Fig. 2.—EXTERIOR FORM OF WASHER.

railroad bolts which on a line of great extent has been a source of great trouble and expense—one of far greater magnitude than would at first sight appear. The exterior form of the washer is shown on a larger scale at Fig. 2. The washer is placed on the bolt next to the fish-plate, and the nut screwed down hard upon it. As a rule, the holes in a fish-plate are elliptical, to allow of the contraction and expansion of the rail longitudinally, and when the nut is screwed down a portion of the wash-

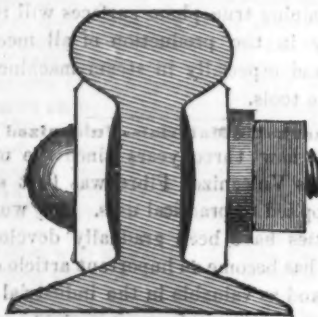


Fig. 3.—TRANSVERSE SECTION.

er is forced into this elliptical hole to the depth of 1-32 to 1-16 in. which prevents the washer from turning—see Fig. 3. By exposure to the weather, the edges of the washer

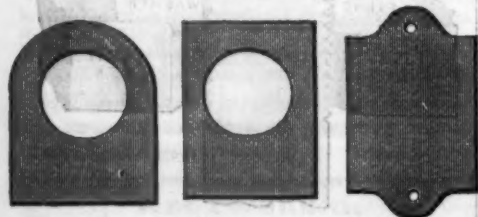


Fig. 4.—CAR-BOX WASHERS, ETC.

outside of the nut become swollen and rough,

and rising around the edges of the nut hold it firmly in place. This rough appearance of the edges is not a sign of decay, as will be demonstrated by cutting with a knife.

These elastic Fish-Bolt Washers are made to suit $\frac{1}{2}$, $\frac{3}{4}$, $\frac{1}{2}$ and $\frac{1}{4}$ inch fish-bolts, varying in price from \$22 to \$12 50 per thousand. They are in use on the Chicago and Northwestern, Atlantic and Pacific, Chicago, Burlington and Quincy, and many other railroads.

Another application of this material on railroads is found in the flexible car-box washers, "dust-guards," oil-box covers, etc.

These Washers, or "Back-straps," as they are sometimes called, are used on all railroad cars, as a packing around the axles where they enter the rear of the oil-boxes, to prevent the entry of dust and grit, and the leakage of oil. Heretofore leather has been used for this purpose, but soon becomes rotten and limp with the oil, rendering them useless. Vulcanized Fibre Washers are not affected by oil, grease, or petroleum; do not cut the axles, as grit does not adhere to them, and will outwear several leather ones. They are cut to order, of any desired pattern and thickness, as each railroad has its own pattern. They are now in use on many leading railroads, giving perfect satisfaction, and are also adopted by a majority of the largest Car Manufacturers in the United States and Canada.

Enough has been said to prove that this material has been thoroughly tested and its value appreciated by railroad companies, but there are a great many other purposes to which it has been applied, but which we can now only mention as journal bearings, bushings, electrical uses, roving-ears, condenser tube ferrules etc.

We now allude to the prominent characteristics.

Vulcanized Fibre has as its base vegetable fibre, in the shape of paper, or paper pulp, which is subjected to "vulcanization" (not by means of sulphur and heat, as in the case of rubber, but by powerful chemical treatment), whereby the original properties of the raw material are totally changed, and a new and very valuable material is produced.

It is absolutely insoluble in hot or cold water; oil of any kind; petroleum, naphtha, alcohol, turpentine, ether or ammonia. It is exceedingly tough, strong and elastic, retaining these properties under all conditions of climate and ordinary exposure, and, as far as ascertained, for an indefinite period of time. Indeed, it is believed that, like the "papyrus" of the Egyptian mummies, it will last for thousands of years without deterioration. While it will absorb water, and thereby becomes expanded and more flexible, it will not absorb oil, petroleum or any other fluids, except so far as they may be diluted with water. In most instances, with the evaporation of the water, all foreign substances which may have been introduced in solution, will be expelled. It is an excellent

non-conductor of heat and electricity. It has remarkable anti-friction properties, being entirely free from grit, more durable than brass or Babbitt metal, and requiring very little lubrication. It can be manufactured in a great variety of qualities and shapes, adapted to different uses, some of the goods being almost as hard as ivory and as tough as horn, while others so closely resemble leather and sheet rubber as to deceive almost any ordinary person. Probably a better idea of the character and practical value of this material can be obtained, however, by an enumeration of the different kinds of goods now being made, and the uses to which they are applied. The various patents under which these goods are manufactured, are owned by the "Vulcanized Fibre Company," a close corporation, organized under a special charter from the State of Delaware, and having extensive works in the city of Wilmington, in that State. Here they have for the past two years been quietly at work, experimenting, testing and developing the manufacture of these goods, expending large amounts of money for special machinery, etc., until finally, within the past two years, they have put upon the market thoroughly tested goods of various kinds, which for excellence in quality and cheapness, are beyond competition; and notwithstanding the fearful depression of business, which has affected all branches of trade, the sales of the company have increased from month to month at a rate that has compelled a steady increase of manufacturing facilities, to keep pace with the demand.

The New York office of the company is at No. 17 Dey Street, where the president, Mr. William Courtenay, makes his head-quarters and where several beautiful specimens of Vulcanized Fibre can be seen.

Columbus and Hocking Valley Railroad.

The stockholders of the Columbus and Hocking Valley Railroad Company, at their last annual meeting, had under consideration the reported discoveries of large and valuable veins of iron ore which were being made so generally throughout the territory tributary to their road. That the company might avail itself of all benefits which would accrue from prompt action in possessing the land, and yet that no mistake should be made through undue excitement, the stockholders instructed the directory to have a thorough and reliable examination personally made by a committee of the directors, and if the committee became satisfied that the facts would warrant the building of one or more branches, that such branches should be forthwith built to reach points where the land owners were about to build or were actually in progress of constructing substantial furnaces.

A committee of directors most largely interested as stockholders, and quite conservative in their notions, made the examination, and became satisfied that existing facts and assured prospects would warrant the building of at least two branches at this time. Thereupon the construction of the Monday Creek and Snow Fork branches was ordered. They are now being constructed, and the track will be laid on a part thereof within the coming month.

It has been the policy of the company from the beginning to reserve unissued a part of its capital

stock, under the belief that future coal developments would require the building of branches. When that time should come they would be built by funds coming from the issue of the reserved stock, thus making "pari passu" an increase in length of road, with increase of capital stock. The late discoveries of iron ore—the existence of which, it is most singular to say, should not have been known long before this—have brought about a condition of affairs most agreeable to stockholders, inasmuch as the stock reserved to be issued for coal purposes is now required for a new and more valuable commodity, found in the territory where it was originally supposed the coal branches would have to be built.

At the last meeting of the directors they determined that rather than place the reserved stock on market for sale, it was better to allot it pro rata to the stockholders as a stock dividend, and to use the funds, which otherwise would have been paid to the stockholders as a cash dividend, in the construction of the branches.

Accordingly they ordered that the regular August dividend of four per cent. be paid in stock of the company at par. The stockholders thus, within themselves, without going outside for funds, will lengthen their road and greatly improve their property. The branches to be built will no doubt add to the earnings of the company far more than the sum required to pay dividends on the newly issued stock.—*Ohio State Journal*.

Cincinnati and Muskingum Valley Railway.

The earnings of this road for the years ending December 31, 1875 and 1876, were:

	1875.	1876.
From passengers.....	\$121,844 33	\$101,794 28
“ freight.....	257,780 73	206,033 34
“ express.....	4,343 55	3,424 06
“ mails.....	11,205 00	9,837 97
“ rents.....	727 80	768 50
“ miscellaneous...	325 82	500 95
	\$396,227 23	\$322,359 10

Expenses, viz:

Conducting transp.....	\$77,934 62	\$72,297 37
Motive power.....	105,084 22	89,460 63
Maintenance of road...	135,659 59	124,192 12
Maintenance of cars...	21,768 05	26,244 42
General expenses, including taxes.....	20,036 12	17,548 89
	\$360,482 60	\$329,743 43

Net earnings.....	\$35,744 63	.....
Deficit.....	.....	\$7,874 33

To which add interest for one year on the bonds of the company, paid by the lessee..... 105,000 00

Making a total loss to the lessee of...\$112,384 33

The amount advanced by the lessee for account of deficiency in earnings sufficient to meet expenses, and for interest on the bonds of the company to December 31, 1876, was....\$382,343 76

Add amount expended by the lessee for betterments..... 5,453 85

Total.....\$387,797 11

The company is also indebted to the lessee for earnings received in the interim between the date of the lease, Jan. 1, 1873, and the time the road was actually delivered, May 1, 1873..... 3,812 70

Making the total indebtedness to the Pittsburg, Cincinnati and St. Louis Railway Co., Dec. 31, 1876.....\$391,609 81

The road is 148.4 miles in length, extending from Dresden Junction, on the Pittsburg, Cincinnati and St. Louis Railway to Morrow, on the Little Miami Railroad.

The equipment of the road January, 1877, consisted of 14 locomotives, 10 passenger coaches, 2

passenger and baggage, 4 baggage, mail and express, 55 box, 33 stock, 14 flat, 225 gondola, 2 side-hopper, 26 bottom-hopper and 4 caboose cars.

Tons of local freight carried in 1876, 163,907; foreign freight, 28,881—total, 192,788, against 206,373 in 1875, a decrease of 13,585. Total mileage of freight, 9,775,811. Av. rate per ton per mile, 2.11 cents.

Number of local passengers carried in 1876, 180,620; foreign, 6,012—total, 186,632, against 215,798 in 1875, a decrease of 29,166. Total mileage of passengers, 3,625,689. Av. rate per passenger per mile, 2.81 cents.

INCOME ACCOUNT, Dec. 31, 1876.

Balance, December 31, 1875.....	\$217,106 21
Interest on 1st mortgage bonds.....	105,000 00
Expenses, as above.....	329,743 43
Expenses of organization.....	1,123 28

Total.....	\$652,972 87
Earnings, as above.....	\$322,359 10
Balance to debt of general account...	330,613 77

Total, as above.....\$652,972 87

GENERAL ACCOUNT, Dec. 31, 1876.

Cost of road, equipment, etc.....	\$5,540,164 38
Supplies transferred to lessees.....	18,690 00
Cash.....	52,782 88
Suspended accounts.....	4,338 67
Income account, balance to debit of	320,613 77

	\$5,941,589 20
Capital stock.....	\$3,997,320 00
First mortgage bonds.....	1,500,000 00
Due lessee, for advances.....	891,609 81
Coupons due Jan. 1, 1877.....	52,535 00
Miscellaneous.....	124 39

\$5,941,589 20

President.—THOMAS D. MESSLER.

Directors.—Thomas D. Messler, George B. Roberts, Charles Moran, James Buckingham, M. Churchill, G. W. Adams, D. S. Gray.

Secretary and Treasurer.—C. C. WAITE.

Ogdensburg and Lake Champlain Railroad.

The Twelfth Annual Report of the Ogdensburg and Lake Champlain Railroad Company commences with an extended summary of the negotiations and litigation with the Central Vermont Railroad, terminating with the settlement by which the Ogdensburg and Lake Champlain Railroad Co. agreed to pay the Central Vermont \$50,000 and stop all suits, thereby vacating the receivership and coming into full possession of the road and property. This settlement the directors consider a wise one, under all the circumstances. The cars and engines, except a few freight cars, have been delivered into their hands, and although the freight cars have depreciated in value they will be efficient for use for several years by the expenditure of \$12,000 to \$15,000. The track will require 1200 to 1500 tons of iron or steel. The locomotives are in good condition; the equipment consists of 1003 freight cars, 17 baggage and passenger cars, and 32 locomotives. The report continues:

Notwithstanding the low rates received for freight as compared with rates ruling five years ago, it is believed that the road will soon earn something for the holders of its common stock, in addition to paying the interest upon its bonds, and dividends upon its preferred stock. The expenses of operating the road are diminished almost in the same ratio as its earnings; iron, steel, and other important articles, are reduced to one-

half their former cost; and our pay rolls are nearly fifty per cent. less than in 1870.

In addition to this, we have three outlets for our business at Rouse's Point, instead of one as formerly.

The Delaware and Hudson Company have completed their road from Whitehall to Rouse's Point, thereby giving us a valuable connection to New York, as well as to Eastern points.

The Portland and Ogdensburg road will in a few weeks be completed, giving us not only a valuable connection to Portland, but a new avenue to Boston; and, what is of equal value, both roads open a large extent of country to be supplied with grain and flour, giving us better rates than the through business.

Notwithstanding these new and important connections, we look upon the Central Vermont road as our natural avenue to Boston and to the principal New England points; and our relations with that road are of the most pleasant and harmonious character.

The deepening and widening of the Welland Canal, now in progress, and which will be completed in the course of another year, will add largely to the business of our road, admitting, as it will, steamers of the capacity of twelve hundred tons to Ogdensburg, whereas now we are restricted to vessels of three hundred and fifty tons. This improvement will open to us the whole navigation of the lakes.

The company is free from litigation; it has no law suits; its floating debt has been reduced since April 1, 1872, leaving to-day a floating debt of only \$78,000; and its financial condition will compare favorably with that of any road in the country.

The financial statement shows that up to March 31, 1877, the receipts and balances had been \$307,729 46, and the payments \$276,034 10, leaving a balance of \$31,695 36. The road stands for \$6,184,300 97.

The Fond du Lac (Wis.) Commonwealth notices the arrival at that place of two coaches for the Fond du Lac, Auboy and Peoria (narrow gauge) Railway: one of which is 35 feet long, and will seat about forty passengers; the other is of the combination order with both passenger and baggage accommodations, is 40 feet long with 10 feet of baggage room, and will seat about 36. The company is about to receive a new freight engine, and are contracting for a number of box cars. The track is now completed 10 miles out of the city, and the work of construction is going on rapidly each day.

At a recent meeting of the directors of the Louisville and Nashville Railroad Company it was stated that the earnings for the fiscal year ending June 30, 1877, were over \$350,000 above the interest of the bonded debt. \$135,000 was appropriated for a dividend of 1½ per cent, and the remainder devoted to the reduction of the liabilities of the road. These facts speak eloquently in favor of the able management and mark the financial wisdom and success of Louisville's great enterprise—one of the most thoroughly equipped and best conducted railroad lines in America.

The route and terminus of the Massillon and Coshocton Railroad has been changed. That part of the line of the proposed road lying between Barr's Mills, Stark county, and Massillon, is changed to run from Barr's Mills to Canton, thence through Stark, Summit and Cuyahoga counties to Cleveland. This changes the northern terminus from Massillon to Cleveland. The southern terminus, Coshocton, remains unchanged. Ex-State Senator R. B. Depnis is President of the company,

Validity of Bonds in which the Wrong Act is Cited—Presumption in Favor of Transferees of Negotiable Securities.

The following decision has been rendered by the Supreme Court of the United States:

No. 581.—The Board of Commissioners of the County of Johnson, Plaintiff in Error, vs. Derrick A. January.—In error to the Circuit Court of the United States for the District of Kansas.

This is an action brought to recover the amount of certain coupons taken from bonds issued by the plaintiffs in error to the St. Louis, Lawrence and Denver Railroad Company, of which bonds the defendant in error was the holder. By consent of the parties the case was tried by the court without a jury. The court found the facts, and gave judgment for the defendant in error. The plaintiffs in error thereupon brought the case to this court for review.

There is no dispute between the parties as to the leading facts of the controversy. The proper authorities submitted the question to the electors of the county whether the county should subscribe for \$100,000 of the stock of the company to be paid for by issuing its bonds to that amount. The election was ordered on the 25th of January, 1869, and took place on the 6th of April, 1869. The proposition was sanctioned by a majority of more than two to one. The bonds were thereafter executed and deposited as escrows. On the 22d of May, 1871, the Commissioners made an order that they should be delivered, and they were delivered accordingly. A certificate of stock was issued and delivered by the company and is still held by the county. It has never been surrendered nor offered to be surrendered. The bonds were signed by the Chairman and Clerk of the Board of Commissioners and attested by the County Treasurer. There was in each one a recital "that this bond is executed and issued by virtue of and in accordance with an act of the Legislature of Kansas entitled 'An act to authorize counties and cities to issue bonds to railroad companies,' and in pursuance of and in accordance with the vote of a majority of the qualified electors of the County of Johnson at a regular election held on the 6th day of April, 1869." Each one bore also the following indorsement:

"I, A. Thomas, Auditor of the State of Kansas, do hereby certify that this bond has been regularly and legally issued; that the signatures thereto are genuine, and that the bond has been duly registered in my office, in accordance with an act of the Legislature entitled an act to authorize counties, incorporated cities, and municipal townships to issue bonds for the purpose of building bridges, aiding in the construction of railroads or other works of internal improvements, and providing for the registration of such bonds and the repealing of all laws in conflict therewith," approved March 2, 1872. "Witness my hand and official seal, this 21st day of March, 1872."

The certificate is authenticated by the official signature and seal of the Auditor. The road was finished and has since been in operation. The county and its inhabitants are in the enjoyment of the benefits arising from it. There is no imputation of any taint of fraud upon either side. The county authorities paid the interest upon the bonds for a time. The county has received what it contracted to receive, and has paid what it contracted to pay. The plaintiff in the suit is the bona fide holder of the bonds. A case of stronger equity can hardly exist.

Several objections have been taken to the validity of the bonds. They have been elaborately and ably argued upon both sides. The view which we take of the controversy renders it necessary to advert to but one of the objections, and to that one briefly. Our judgment will be placed upon a different ground. The act mentioned in the recital in the bond was erroneously referred to. The act does not affect the case, and may be laid out of view. The act of Feb. 29, 1868, was in force when the order for the election was made. It gave ample authority for making the order, and for all that was subsequently done.

It is insisted that this act was repealed by the act of Feb. 27, 1869; that the order for the election fell with the act repealed, and that, consequently, the election was held without any legal authority. Such repeal, so far as regards the authority to make the order, and the continuing efficacy of the order, is strenuously controverted upon the other side. Whatever may be the fact, it is not and cannot be denied that, after the passage of the act of 1869, all the proceedings were in strict conformity to its requirements. It was in force before the election was held and until after the bonds were issued and delivered.

This act, like the act of 1868, authorized the Commissioners to issue the bonds when the requirements of the law had been complied with. They were thus constituted a tribunal for the adjustment of all questions touching the subject. They were clothed with the power and charged with the duty to decide them. No appeal or review was provided for. Their issuing the bond was the reflex and embodiment of their judgment that it was proper to do so. It implies a prior determination to that effect. The fact carries with it this presumption.

In their recital the bonds say that they were issued in conformity to law, and in pursuance of the election held on the 6th of April, 1869. It is true they refer to the wrong statute, but *falsa demonstratio non nocet*. The bad here does not hurt the good. The act of the Commissioners was the act of the county, and the county is conclusively bound by what they have done. As between the county and a bona fide holder, no question involving the infirmity of the securities can be raised. The principle of estoppel applies and precludes the obligor from interposing such a defense. Whether the certificate of the Auditor of State, indorsed on the bonds, has or has not the same effect is a point not necessary in this case to be considered. Taking and holding the certificate of stock, issuing and delivering the bonds, and paying the interest for a time, cured the defect as to the order for an election, if any such existed. Under the circumstances a bona fide taker had a right to presume that everything had been properly done which was necessary to the validity of the bonds. When this suit was instituted the objections which have been made were too late. Affirmed.

Mr. Justice Swayne delivered the opinion.

Atlantic and Great Western Railroad.

In the Supreme Court on the 13th inst., Judge Daniels rendered the decision on the motion of Charles M. Da Costa, representing the Franco-Egyptian Bank, to set aside an ex parte order obtained in the suit of William M. Taylor and another, as Trustees, against the Atlantic and Great Western Railroad Company and others. The bank applied as the owner of \$1,800,000 of the mortgage bonds of the company. The facts of the case, as well as the decision of the court, are stated in the following opinion of Judge Daniels:

An action was brought in the State of Ohio to foreclose a mortgage given upon the property of the Atlantic and Great Western Railroad Company; and to make the foreclosure entirely complete other actions were also prosecuted for the same purpose in Pennsylvania and this State. As the greater portion of the property was situated in the State of Ohio, the suit pending there was considered, as it was, the principal action. An argument was made having the sanction of the greater part of the bond owners secured by the first mortgage, for a three years' extension of the time fixed for the payment of their bonds, for the consideration that their interest should be paid in gold coin. It was subject, however, to the sanction of the proper court in the state of Ohio. An application was thereupon made to obtain the sanction of the court, which was required to render the agreement effectual, and upon a hearing of the parties that was secured. After that an application without notice was made in the action pend-

ing in this court for a similar order, and the learned Justice then presiding, upon being assured that the application had the assent of all the parties, directed the order to be made, and it was accordingly entered. It now turns out the assurance given to the court resulted from a misapprehension of the facts. The parties appearing and answering in the case had not assented to the entry of the order in this court, but were determined to contest its validity and to that end had taken an appeal from the order made in Ohio. If these facts had been made known to the learned Justice presiding in this court when a similar order was applied for here the application would not have been allowed to succeed. So much has been secured by way of information from the learned Justice himself, and in that respect his views are entirely in accordance with the settled practice of this court, which requires notice of every proceeding in an action to the adverse or contesting parties who have appeared. It is no answer to the absence of notice that they may have no rights or interests to be injuriously affected by the application. Upon that subject they are not to be concluded by the views of the applicants, but are entitled to an opportunity to be heard for themselves. That was the well established rule of the practice existing before the code, and it has been preserved and continued by the succeeding system, which contemplates the service of notice of all proceedings in the action upon the parties appearing for the protection of their rights, and the right to such notice has not been made dependent upon the fact that actual interests may be owned by them which in some event could be adversely affected by the proceeding designed to be taken. After providing for the manner of serving notices, it has been declared that where the defendant shall not have demurred or answered, service of notice or papers in the ordinary proceedings in an action need not be made upon him, unless he be imprisoned for want of bail, but shall be made upon him or his attorney if notice of his appearance in the action has been given. [Code, section 414.] By a very clear implication this section required notice of the application made for the order which was obtained. It defined the only case in which notice of ordinary proceedings was not intended to be required, and as this was not a case of that description, the right to notice clearly existed on the part of the defendants now applying for a vacation of the order. They have appeared and answered in the action, and were entitled to notice of the application before the order could be properly made. The motion to set the order aside must therefore be allowed to prevail with costs.

Charles M. Da Costa appeared for the motion, and W. W. MacFarland, in opposition.

Lake Shore and Michigan Southern Railway.

In the Special Term of the Supreme Court, on the 14th inst., Judge Barrett rendered a decision in the suits brought by George S. Boardman and ten others against the Lake Shore and Michigan Southern Railway Company, tried by him several months ago. Mr. Boardman holds twenty-three shares of the guaranteed ten per cent stock of the Michigan Southern Railroad Company, and all the other plaintiffs hold certificates for more or less stock—some by original purchase and some by transfer. These suits have been in litigation for the last ten years, and the question in dispute was whether, after the consolidation of the Michigan Southern and Northern Indiana Railroad with the present defendant's company, which assumed all the former company's liabilities, the defendants were bound to fulfill the contract on the certificates of stock issued in 1857 to pay dividends on such preferred stock. The main defence set up by the company was the statute of limitations, acquiescence in the non payments of arrears, waiver, estoppel and equitable laches.

In deciding the case Judge Barrett says that in the case of Prouty, one of the present plaintiffs, the General Term has decided the validity of the guaranteed stock, the liability of the consolidated corporation and the general right of the stockholders to arrears of dividends and interest thereon from the time when they should have been paid, which leaves only for discussion the sufficiency of the proofs of the rights of each plaintiff. Taking up the various points in their order, he holds that the defendants are a corporation de facto and de jure. The plaintiffs, he further holds, must show that they held guaranteed stock issued by the old company in 1857; that the certificates of transfer of later date do not indicate a new issue, but a transfer of the original one, and merely a substitution of shareholders; that the plaintiffs are all holders of guaranteed ten per cent stock of 1857, and that the holding of transfer certificates does not give a right to previous dividends, but to subsequent dividends, even from profits previously made. In this case he says the word "dividend" does not mean a technical dividend issuable at the judgment of the managers, but a specific payment which the company is bound to pay out of its net earnings, for which they become liable on making net earnings, even though they do not make profits. He holds, moreover, that these are not actions to compel a declaration of dividends, but to compel the company to fulfill its contract to pay them. He also decides that there is no bar by the statute of limitations, the original contracting company being a foreign corporation and the suit having been commenced within six years since the consolidation. He overrules the objection as to estoppel, but says, however, that with regard to certificate transfers after the obligations to pay matured, the acceptance of future dividends by the holders of certificates without putting in a claim for arrears tends to stamp the understanding with which the transfer was made and indicates very decidedly their own conception of what had passed to them. In conclusion, he gives judgment for arrears, with interest, in favor of ten of the plaintiffs, but dismisses the suit in the case of the executor of Mr. Volsin, whose certificate is dated July, 1870.

Lever and Cam Valves.

Wherever steam, water or gas are used, a greater or less number of valves are necessary for regulating the supply, and in order to prevent leakage and to ensure safety, the construction of suitable and efficient valves has received much attention from engineers and mechanics in general. That there are an immense number of valves of various descriptions

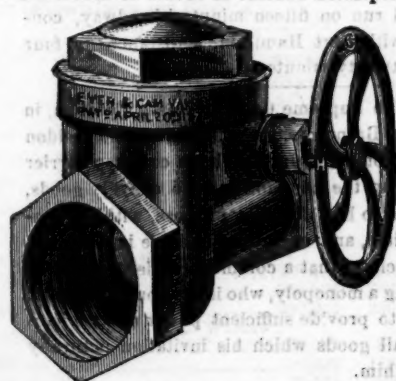


Fig. 1.

in use will readily be admitted, but the fact that engineers, manufacturers, and, indeed, we may say the public in general, have frequent trouble with leaky and imperfect valves, and that much annoyance and damage result from the same cause, proves the demand for con-

trivances of this description that shall have the inherent properties of simplicity, tightness and non-liability to get out of order.

An examination of the valves represented here will show that these qualities have been attained, and that a peculiar method of construction secures all that is desirable.

These lever and cam valves were patented April 20th, 1875, by Henry S. Lansdell and John S. Leng, and are highly spoken of by

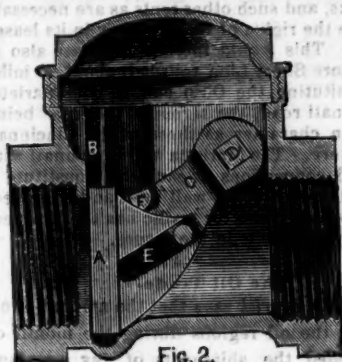


Fig. 2.

those who have them in use. Fig. 1 represents the exterior and Fig. 2 the interior of one of the valves. Reference being made to these, the operation may be understood by the following description: The gate, A, moves on guides, B B, which are arranged to prevent friction by keeping the gate, when moving, from contact with the seat and wall of the valve chamber. The gate is opened and closed by means of the lever arm, C, attached to the rock shaft, D, and working in the slot, E. When the gate is nearly down, the cam, F, forces it forward and down to its seat. One quarter turn of the wheel, G, (which may be replaced by a straight arm or lever), opens or closes the valve. The projection, H, indicates the position of the gate. Valves larger than 2½ inches are provided with compound power for opening and closing.

The combination valve, Fig. 3, constructed for use on pipes erected on the outside or inside of buildings as a precaution against fire, is made of iron, with brass gate, cap and stuffing gland, and combines, in one piece, valve, Y, nipple, cap, flange union and New York Fire Department standard male thread. The advantage of this combination in saving labor will be readily appreciated. The facility with which it is opened and closed is especially valuable in case of fire.

The good features that are apparent in these valves are, first, the rapid manner in which they can be closed, one-quarter turn being sufficient, while in ordinary globe valves several turns are necessary to open and close fully, and there is no indication of speed, motion or quantity given by any opening of the valve; but in one-quarter of a turn of this valve, subdivisions and indications can easily be marked and noted, and in cases of emergency with steam machinery, the steam can be shut off instantaneously.

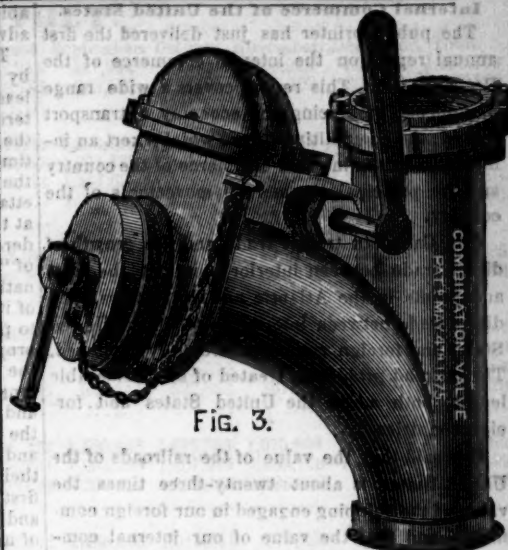


Fig. 3.

A second advantageous feature is the arrangement of the cap seen screwed in Fig. 2. The removal of this cap enables a ready and full examination of the valve, and the displacement of any obstruction. Other advantages are, that there is a straight open passage the full size of the pipe; the valve is very compact, as it only occupies about one-half the space of ordinary valves; the parts are so arranged that all the pressure bears on the back of the gate, and it therefore serves to maintain the valve tight; its freedom from friction; as soon as the gate leaves the seat, it is entirely free; the parts are interchangeable, and the valves are made from the best steam metal.

Various styles and sizes of these lever and cam valves are furnished by Messrs. Leng & Ogden, iron and steel merchants, 4 Fletcher street, and 212 Pearl street, New York city, who were awarded a special medal and diploma for them at the recent Centennial Exhibition held at Philadelphia last year.

Holders of Sunbury and Erie Railroad bonds dated September 10, 1857, and maturing October 1, 1877, secured by a mortgage to Charles S. Boker, trustee, who desire to extend the time for payment until October 1, 1897, can now do so. The bondholders are requested, on or before August 15, to sign an agreement of extension and deposit their bonds at the Pennsylvania Railroad Company's office, in Philadelphia. Holders not availing themselves of the privilege will be repaid the principal of their bonds on and after October 1st, after which date interest ceases.

The circular just issued from the mercantile agency of R. G. Dun & Co., states that the most encouraging aspect of the present time is the excellent prospect of the crops throughout the country. It is evident that a year of great production is vouchsafed to the country. Local trade in each section dependent upon that condition of things seems to promise fairly.

The branch from the New Jersey Southern railroad at Tom's river, connecting with the steamer for Seaside Park, was opened yesterday by a party of four hundred excursionists.

Internal Commerce of the United States.

The public printer has just delivered the first annual report on the internal commerce of the United States. This report covers a wide range of subjects, embracing the economy of transport by rail, the competitive forces which exert an influence over the internal commerce of the country and the principal commercial movements of the country.

The Canadian transit trade and the growth of direct trade between interior points at the West and points in the Atlantic and Gulf States, and direct trade between interior points in the United States and foreign countries, are fully discussed. The railroad problem is treated of at considerable length, both as to the United States and foreign countries.

It is said that the value of the railroads of the United States is about twenty-three times the value of the shipping engaged in our foreign commerce, and that the value of our internal commerce is twenty-five times the value of our foreign commerce; that eighty-seven per cent. of the grain shipped from the West to the seaboard during the last year was transported on rail lines, and that over ninety per cent. of the entire internal commerce of the country is on railroads. Although the total amount of the contributions of the government up to the close of the year 1876 in aid of railroad construction amounted to \$144,000,000, embracing land grants and subsidies to Pacific railroads, yet this sum is only three per cent. of the entire cost of the railroad system of the United States.

It is stated that the government has from its organization collected elaborate statistics in regard to our foreign commerce at great expense, but that prior to the appropriation for the preparation of the present work it had never instituted any means of collecting information in regard to our much more important internal commerce. The services of sixteen persons as experts have been secured, embracing secretaries of the boards of trade and chambers of commerce at the principal commercial cities of the country. The report is accompanied by thirteen maps, showing the principal commercial highways, embracing rail and water lines.

Marietta and Cincinnati Railroad.

The Baltimore Sun, in reply to a letter of a correspondent, complaining of the non-payment of the interest on the bonds of the Marietta and Cincinnati Railroad Company, etc., etc., makes the following comments which fully explain the purport of the letter, besides throwing much light on the subject:

The fact of the connection between the Baltimore and Ohio and the Marietta Companies doubtless did aid in strengthening the credit of the latter company, and probably did influence others besides our correspondent in purchasing the bonds, especially those under the third mortgage. It is equally true, however, as our correspondent remarks, that the bonds were not guaranteed by the Baltimore and Ohio, as an examination of the face of the bonds would disclose; and hence it was merely a matter of hope and trust that the Baltimore and Ohio, which had frequently aided the M. and C. by advances for the payment of interest, &c., would continue to do so, though it was under no legal obligation in the premises. The day, however, seems to have come, in the stress of the times, when the B. and O. finds itself un-

able or deems it prudent no longer to make such advances.

The Cincinnati and Baltimore railroad is leased by the Marietta and Cincinnati, the terms of the lease being that the dividend on the stock and interest on the bonds of the former shall be paid by the latter. The track of the Cincinnati and Baltimore, a line of about seven miles, running into the city of Cincinnati, are necessary to the Marietta and Cincinnati's business, and hence the court, at the time of the appointment of a receiver, ordered, among the first payments to be made, that of "the rent due or to become due to the Cincinnati and Baltimore Railway Company for the use of its tracks, and such other rents as are necessary to preserve the rights of the company in its leased property." This would include the lease also of the Baltimore Short Line railroad, about 80 miles long, constituting the Ohio end of the Marietta and Cincinnati road, the terms of the lease being the same in character as those of the Cincinnati and Baltimore. The Marietta and Cincinnati with their leased connections at each end constitute a first class through road, well built and equipped, and with proper rates for traffic has the prospect of much better results in the future.

The Oil Trade.

The Oil City Derrick says that the amount of oil taken from the oil regions during the month of June exceeded the shipments of any previous month in the history of the trade, and then adds:

The total amount shipped by the different routes was 1,295,657 barrels of forty-two gallons each, including the shipment of refined, reduced to crude equivalent. This is about 73,000 barrels in excess of May shipments.

The following table exhibits the amounts shipped by the different routes for June, 1877:

	Barrels.
By A. V. R. R. to Pittsburgh	58,817
Deliveries by the Columbia Conduit Company and Keystone Pipe Company to Pittsburgh	185,918
By Green Line to New York, Philadelphia, Baltimore and other points	175,480
By P. T. & B. R. R. to all points	297,289
By A. & G. W. R. R. east	190,898
By A. & G. W. R. R. west	2,870
By L. S. & M. S. R. R. to all points	200,818
By Shenandoah & A. R. R. from New Hope and Hilliards to Cleveland	184,322
From Bradford and Olean	99,793

Total shipments.....1,295,657

The following is a comparative statement of the shipments of the first six months of this and the two preceding years:

	1875.	1876.	1877.
January	441,778	659,267	746,530
February	361,000	504,996	445,925
March	714,205	593,521	912,603
April	736,423	570,198	845,345
May	633,474	596,997	1,222,015
June	692,948	830,236	1,295,657

Total.....3,597,778 3,775,215 5,468,105

From this it will be seen the shipments for the first half of this year exceeded those for the first half of 1876 by 1,692,890, barrels.

Railroads as Educators.

A correspondent of the Atlanta Constitution says that Chancellor Tucker, of the University of Georgia, has taken three maps of that State, divided into counties, and has driven a peg into each county to represent every student from that county. It is noticeable from a cursory glance at these pegs, that the bulk of patronage of the college comes from along the railroads. In fact, the course of a railroad can be easily traced by the line of clustering pegs, showing the homes of the students that have gone to the University. In north-

east Georgia, and in the portion of Southern Georgia not penetrated by railroads, 10 or 12 counties may be seen without a single peg in them, presenting a broad and dreary waste. No better argument than this could be given of the enlightening influence of the steam engine and the iron rail.

Brooklyn and Coney Island Railroad.

During the past year the Coney Island, Park and Concourse Railroad Company and the Coney Island and East River Railway were incorporated under the General Railroad law of the State. The two roads were to run beside each other from Brooklyn to Coney Island. It has finally been agreed by the directors of the two companies to consolidate the roads, and an agreement to that effect, signed by the officers, now awaits the approval of the stockholders of each company. The stockholders of the respective roads will meet on the 10th and 15th of August to determine the matter. It is proposed that the route of the consolidated road be as follows: commencing on Atlantic avenue, between Clason and Franklin avenues, it will run between these to Washington avenue, near the entrance to Prospect Park, and then between Ocean Parkway and the Old Coney Island plank road, to a point on the island near Engeman's Hotel. The cost of the road is estimated at \$300,000. Work on it is to be commenced within sixty days, the capital having already been subscribed. The locomotives are to be of full power and the road is to be of broad gauge, with steel rails and double tracks. In the populated portion of the city the road will run through an open cut, and sanction of the local authorities for the building of the road has been obtained, providing the company build suitable bridges at the street crossings. It has been decided to elect Hon. John A. Lotz president of the company.

Five new cars for the steam motor line, which is to be run next month from the Brooklyn City Railroad Company's depot, corner of Twenty-fourth street and Third avenue, along the latter thoroughfare to Fort Hamilton, are now being built at an average cost of \$3,100. The cars, which make no noise and no smoke, can be stopped and started with greater ease than horse cars. They will run on fifteen minutes' headway, connecting with Fort Hamilton, a distance of four miles, in twenty minutes.

The Supreme Court of North Carolina, in the case of Branch vs. the Wilmington and Weldon Railroad Company, decides that a common carrier is bound by the common law to convey goods, committed to him for that purpose, within a reasonable time, and on failure is liable in damages. It also declares that a common carrier, especially one having a monopoly, who invites public custom, is bound to provide sufficient power and vehicles to carry all goods which his invitation naturally brings to him.

The traffic receipts of the Midland Railway of Canada for the week ending June 30, 1877, were: from passengers, \$1975 30; freight, \$5945 32; mails and express, \$290 76—total \$8211 38; Same week last year, \$8661 55; increase \$1549 83. Total traffic to date, \$111,741 35; do. year previous, \$125,153 67; decrease, \$13,412 32.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe.													
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	152,584	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	243,138	265,593	285,000	235,793	204,447	2,486,583
1877.....	134,564	136,350	189,130	200,681	189,915	177,500	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,209	1,214,551	1,251,622	1,392,125	1,375,470	1,223,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,733,370	1,536,235	1,553,014	1,567,622	1,615,974	1,508,000	1,279,000	16,970,018
1876.....	994,339	1,017,203	1,184,682	1,427,034	1,757,414	1,646,269	1,507,000	1,689,000	1,886,000	1,957,000	1,673,000	1,411,000	18,184,166
1877.....	1,125,000	951,000	1,242,000	1,416,000	1,575,000	1,391,000	.....	.....	.....	.....	.....	.....	.....
Canada Southern:													
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	126,552	1,254,386
1876.....	123,742	141,161	165,431	168,452	123,088	111,008	108,787	148,968	158,618	166,986	124,838	109,567	1,681,348
1877.....	107,893	133,365	153,682	172,973	149,312	150,236	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	554,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	364,725	5,126,229
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	469,019	395,779	369,311	4,656,764
1876.....	305,597	346,650	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1877.....	338,907	333,459	346,308	338,095	321,256	362,522	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,665,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,034,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	933,339	12,811,227
1876.....	808,842	854,627	944,450	919,978	1,090,752	.....	.....	.....	.....	.....	.....	.....	.....
1877.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,263	927,030	747,893	8,255,744
1876.....	527,546	517,112	567,641	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,460	405,000	469,000	515,000	606,000	589,000	.....	.....	.....	.....	.....	.....	.....
Clev. Col. Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,455	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,695	367,601	333,298	282,631	234,343	3,676,458
1877.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,621	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
1876.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1877.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	151,709	.....
1876.....	142,963	156,111	174,335	148,573	141,289	141,426	138,087	171,381	183,033	188,976	178,401	158,812	.....
1877.....	122,800	136,160	162,000	194,573	162,719	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	894,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	491,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,989
1877.....	466,498	460,839	.....	447,409	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1873.....	1,349,375	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1874.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1875.....	1,569,750	1,363,355	1,491,280	1,518,123	1,373,678	1,335,319	1,235,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
1876.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1877.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,176
Mo., Kan. & Texas:													
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	295,738	2,904,925
1876.....	255,459	254,722	245,814	214,788	212,938	233,126	234,308	294,361	324,144	335,275	324,886	296,466	3,217,277
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	337,915	3,426,050
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,964	1,438,733	.....	.....
1876.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1877.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	3,244,071
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	388,604	429,765	497,650	3,802,942
1876.....	327,190	312,116	295,000	273,002	264,900	262,300	253,500	288,300	374,000	440,600	450,332	486,300	3,980,581
1877.....	377,203	352,407	350,000	281,108	304,000	304,300	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

Interest.						Interest.					
Amounts outstanding.		Rate.	Payable.	WHEN PAYABLE.	Market Price.	Amounts outstanding.		Rate.	Payable.	WHEN PAYABLE.	Market Price.
National Securities, July 1, 1877.											
Loan of June 14, 1858.....registered	\$200,000	5	Jan. & July.	1874	100	Massachusetts—(\$29,465,204):					
Loan of February 8, 1861.....registered	13,815,000	5	Jan. & July.	1880	111	.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	100
.. coupon	4,600,000	5	"	1880	112	.. Harbor Land Improvement bonds, 1874	400,000	5	"	1894	110
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	107	.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	May & Nov.	1880	108
Loan of July 17, and Aug. 5, 1861.....registered	128,235,000	5	Jan. & July.	1881	111	.. Union Defense Loan, 1861.....	1,850,000	5	Jan. & July.	1875-76	115
.. coupon	63,083,550	5	"	1881	112	.. Union Defense Loan, 1862.....	50,000	5	June and Dec.	1877-78	109
Loan of Feb. 25, 1862 (5-20s).....registered	53,777,400	5	May & Nov.	1882	108	.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883	111
.. coupon	21,222,000	5	Jan. & July.	1882	108	.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	"	1894	110
Loan of March 3, 1863.....registered	53,777,400	5	Jan. & July.	1881	111	.. War Fund Loan, 1869.....	999,944	5	"	1899	"
.. coupon	21,222,000	5	May & Nov.	1884	108	.. Troy & Greenfield R.R. & Tunnel Loan.	10,971,992	5	Various.	1888-94	109
Loan of March 3, 1864 (5-20s).....registered	1,886,700	5	May & Nov.	1884	108	.. B. H. & Erie R. R. Loan	3,599,020	5	Jan. & July.	1900	"
Loan of June 30, 1864 (5-20s).....registered	18,801,200	5	May & Nov.	1885	108	Michigan—(\$1,684,000):					
.. coupon	9,588,550	5	Jan. & July.	1885	106	.. Renewal Loan bonds, 1858.....	105,000	5	"	1878	103
.. 2d series (5-20s).....registered	123,085,500	5	Jan. & July.	1885	106	.. Two Million Loan bonds, 1863.....	1,032,000	5	"	1878-83	101
.. 3d series (5-20s).....registered	97,889,750	5	Jan. & July.	1887	108	.. War Bounty Loan bonds, 1865.....	368,000	7	May & Nov.	1890	110
.. 4th series (5-20s).....registered	212,782,000	5	Jan. & July.	1888	112	Minnesota—(\$2,755,000):					
.. coupon	15,065,500	5	Jan. & July.	1888	112	.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	1877-79	100
.. 10-40s.....registered	142,010,450	5	Mar. & Sept.	1904	118	.. State Buildings Loan, 1873, coupon	230,000	7	"	1883-03	100
.. coupon	52,555,500	5	F. M. A. & N.	1881	110	.. Railroad Aid bonds, 1858, (repudiated).	2,275,000	7	"	1887	"
Consols of July 14, '70 & Jan. 20, '71 registered	259,304,700	5	M. J. S. & D.	1891	109	Missouri—(\$17,589,000):					
.. coupon	90,649,500	5	"	1891	109	.. State Debt Proper, 1865 and 1868.....	439,000	5	"	1881-91	106
Funded Loan of 1891.....registered	90,649,500	5	"	1891	109	.. Consolidation bonds, 1869.....	2,727,000	5	"	1888	"
.. coupon	16,648,500	5	"	1891	109	.. Funding Bonds, 1874.....	1,100,000	5	"	1894-96	106
Debt matured and without interest.....(var.)	14,900,000	5	"	1891	109	.. Railroad Aid bonds, 1853-56.....	15,885,000	5	"	1879-87	100
Navy Pension Fund of July 23, 1863.....(cur.)	14,900,000	5	"	1891	109	.. State institution bonds, 1872 to 1874.....	505,000	5	"	1892-94	103
Pacific R. R. Bonds (registered).....(currency)	359,828,221	5	"	1891	109	Nevada—(\$160,000):					
United States Notes.....	23,405,137	5	"	1891	109	.. Bonds funding floating debt, 1871.....	100,000	10	Mar. & Sept.	1881	"
Fractional Currency.....	23,405,137	5	"	1891	109	New Hampshire—(\$3,519,100):					
State Securities, latest dates.											
Alabama—(\$21,670,810):						.. War Loan Bonds, of 1861.....	213,000	5	Jan. & July.	1877-78	104
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	1885-92	404	.. War Loan Bonds, of 1864.....	600,000	5	Mar. & Sept.	1884-89	103
.. Bonds (new), 1866, '68, '72 and '73.....	2,212,700	5	Jan. & July.	1886-93	404	.. State bonds, 1873.....	500,000	5	Jan. & July.	1879-80	103
.. Bonds (new), 1874.....	241,000	5	"	1894	17	.. Equalization (Municipal) bonds, 1872.....	2,206,100	5	"	1892-93	113
.. R. R. Loans (\$2,300,000) & endorsements.	15,061,000	5	"	1900-91	17	New Jersey—(\$2,496,800):					
Arkansas—(\$12,735,085):						.. War Loan (tax free) bonds, 1861.....	1,000,900	5	"	1878-84	108
.. Bonds (Funding), 1869 and 1870.....	3,050,000	5	Jan. & July.	1899	15	.. War Loan (tax free) bonds, 1863.....	900,900	5	"	1880-90	"
.. Levee bonds (warrants), 1871.....	1,460,000	5	"	1900	"	.. War Loan bonds, 1864.....	593,400	5	"	1897-02	"
.. Deficiency Bonds, 1872.....	300,000	5	"	1882	"	New York—(\$29,776,787):					
.. Bonds (for \$2,500,000), 1875.....	5,800,000	5	"	1895	"	.. Bounty Loan bonds, coupon.....	1,057,000	7	"	1877	101
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	5	April & Oct.	1900	6	.. Bounty Loan bonds, registered.....	14,855,000	7	"	1877	101
California—(\$3,396,500):						.. State (Deficiency) Stock, '88, part at will	889,781	5	J. A. J. & O.	1878	108
.. Civil (S. F.) bonds, 1867 and 1869.....	75,500	7	Jan. & July.	1877-80	"	.. Canal Stock (old).....	1,662,700	5	June & Dec.	1877	102
.. Relief Fund bonds, 1863.....	1,955,000	7	"	1885	"	.. Canal Stock, 1872.....	1,662,700	5	Jan. & July.	1887	120
.. State Capital bonds, 1870 to 1872.....	500,000	7	"	1885	"	.. Canal Stock, 1873.....	847,500	5	"	1883	115
.. Funding bonds, 1873.....	2,801,000	6	"	1893	"	.. Canal Stock, 1873.....	4,302,600	5	"	1891	119
Connecticut—(\$5,014,000):						.. Canal Stock, 1874.....	2,000,000	5	April & Oct.	1892	112
.. War Loan bonds (10-20 yrs), 1861.....	508,908	5	Jan. & July.	1881	101	North Carolina—(\$25,419,045):					
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	5	"	1883-84	110	.. Railroad and Improvement (old) bonds.	4,738,800	5	Jan. & July.	1875-98	18
.. War Loan bonds (10-30 yrs), 1864.....	588,500	5	April & Oct.	1894	"	.. Railroad and Improvement (old) bonds.	3,639,400	5	April & Oct.	1875-98	18
.. War Loan bonds (20 yrs), tax free, 1865.	1,741,100	5	"	1885	"	.. Railroad and Improvement (new) bonds.	2,383,000	5	Jan. & July.	1875-98	74
Delaware—(\$1,231,000):						.. Railroad and Improvement (new) bonds.	1,995,000	5	April & Oct.	1875-8	74
.. State bonds to railroads, etc.....	1,231,000	5	Jan. & July.	1883	"	.. Funding (new) bonds, 1866.....	2,417,400	5	Jan. & July.	1900	94
District of Columbia—(\$12,700,000):						.. Funding (new) bonds, 1863.....	1,711,400	5	April & Oct.	1898	9
.. Improvement (gold) bonds, 1872.....	4,000,000	5	Jan. & July.	1892	"	.. Special Tax bonds.....	11,407,000	5	"	1898-99	2
.. Improvement (cur.) bonds, 1873.....	790,000	7	"	1893	"	Ohio—(\$7,988,205):					
.. Funding bonds, 1874, (guar. by U. S.).....	13,748,250	3.5	Feb. & Aug.	1924	794	.. Loan (sinking fund), 1850.....	11,565	5	Jan. & July.	1875	"
Florida—(\$9,431,707):						.. Loan (sinking fund), 1860.....	4,082,810	5	"	1881	106
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	"	.. Loan (sinking fund), 1866.....	2,400,000	5	"	1886	110
.. Consolidated (gold) bonds of 1873.....	509,200	5	"	1903	"	Oregon—(\$246,027):					
.. Loan (J. P. & M. R. R.) gold bonds, 1870	4,000,000	5	"	1890	"	.. Bounty and Relief bonds.....	44,027	7	"	1875-84	"
Georgia—(\$10,823,900):						.. Willamette Canal and Lock bonds, 1870	200,000	7	"	1890	"
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	5	Feb. & Aug.	1878-80	102	Pennsylvania—(\$24,668,635):					
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	107	.. Inclined Plane Loan, of 1849.....	400,000	5	April & Oct.	1879	104
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	108	.. Loan of April 1852, reg. and coup.....	395,000	5	Jan. & July.	1882	101
.. Bonds (gold), act Oct. 1870.....	1,880,000	8	April & Oct.	1890	108	.. Loans, May '52 & Apr. '52, reg. & coup.	3,518,500	5	Feb. & Aug.	1877-78	102
.. Bonds (funding), 1873.....	1,200,000	5	"	1876-86	"	.. Loan.....	87,000	4	"	1882	"
.. Bonds to Brunswick & Albany R.R., '70	1,500,000	7	June & Dec.	1890	"	.. Stock Loan of Feb. 2, 1867, 2d series.....	3,000,000	5	"	1877	161
.. Railroad aid bonds (endorsed), 1870 & '71	7,545,900	var	Various.	1900-91	105	.. Stock Loan of Feb. 2, 1867, 3d series.....	9,985,800	5	"	1882	109
Illinois—(\$1,689,048):						.. Agricultural College Land Scrip, 1872..	600,000	5	April & Oct.	1876	"
.. Interest bonds, 1847.....	940,445	5	Jan. & July.	1878	"	Rhode Island—(\$2,633,000):					
.. Refunded Stock bonds, 1859.....	320,000	5	"	var.	100	.. War Loan bonds of 1862.....	1,019,000	5	Mar. & Sept.	1882	107
.. Chicago Relief bonds, 1871.....	250,000	5	May & Nov.	1881	"	.. War Loan bonds of 1863 and 1864.....	1,619,000	5	Various.	1883-94	"
Indiana—(\$910,000):						South Carolina—(\$14,537,295):					
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1876	"	.. State House Stock, 1866 to 1861.....	944,918	5	Jan. & July.	1877-89	38
Iowa—(\$643,000):						.. State House bonds, 1863 and 1864.....cur.	287,000	5	"	1871-80	"
.. War and Defense bonds, 1861.....	800,000	7	Jan. & July.	1881	"	.. Blue Ridge R. R. bonds, 1864.....	867,000	5	"	1875-79	"
Kansas—(\$1,356,175):						.. Funding Stock and bonds, 1866.....	854,113	5	"	1877-97	37
.. Funding acc. bonds 1863 to 1864.....	101,175	5	Jan. & July.	1883-84	"	.. Funding and Conversion bonds, 1868-69	3,764,850	5	J. A. J. & O.	1882-89	45
.. Bonds (various) 1866 to 1869.....	889,000	7	"	1876-99	"	.. Land Commission bonds, 1869 and 1870.	281,000	5	Jan. & July.	1889	45
.. Military loan bonds, 1864 to 1869.....	346,000	7	"	1874-99	"	.. Fire Loan Stock of 1838.....	292,641	5	J. A. J. & O.	1868	"
Louisiana—(\$21,099,100):						.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888	38
.. Treasury Relief bonds, 1853.....	735,000	5	Jan. & July.	1893	45	.. Consolidated bonds, 1873, reg. and coup.	1,391,084	5	"	1893	"
.. Levee bonds, 1866.....	1,000,000	5	Various.	1886	40	.. Railroad bond endorsements.....	4,707,608	var	Various.	var.	"

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	\$ 4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	114
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	....	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization).....	300,000	7	"	"	1889	92
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	8	"	"	1890	96
Alabama Central:							Equipment Mortgage.....	570,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	624,000	6	Jan. and July.	Boston.	1889	92
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	Consol. Mortgage for \$2,000,000.	1,341,000	7	Apr. and Oct.	Boston.	1893	100
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1885	107 1/2	"	346,000	6	"	"	1898	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	90	Boston, Hartford and Erie:						
Albany Loan.....	933,900	6	"	"	1896	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	85
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	11
Allegheny Valley:							Mass. L. (see 7d by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
General Mortgage.....	3,967,000	7 1/2	Jan. & July.	New York.	1896	105 1/2	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	100
1st M., E. Ext., guar. by Pa. R.R.	9,933,000	7	Apr. & Oct.	Phil. or Lond.	1900	96 1/2	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	107
Funding Income (traffic guar.)	5,402,900	7	"	Pittsburg.	1894	45	Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1894	....
American Central:							Bonds of 1876.....	161,000	6	Jan. and July.	"	1896	....
1st Mort., guar. by C. B. & Q.	388,000	7	Jan. & July.	New York.	1878	101 1/2	Boston and Maine:						
Androscoogus:							Bonds of 1893 (coup. and reg.)...	3,300,500	7	Jan. and July.	Boston.	'93-'94	111
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and New York Air Line:						
Arkansas Central (narrow gauge):							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100
1st Mortgage.....	1,300,000	7*	Jan. & July.	Lond. or Ama.	1891	....	Boston and Providence:						
Ashtabula, Youngstown & Pitts:							Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,400,000	7*	Apr. & Oct.	New York.	1901	....	Brunswick and Albany:						
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	1st Mort. (gold) vend. by G. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
Atchison and Nebraska:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	87	Buffalo, Corry and Pittsburg:						
Land Gra. t Mortgage (gold)....	3,389,600	7*	Apr. & Oct.	Boston.	1900	78	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....	Buffalo and Erie:						
Pottawotomie Land Grant.....	479,000	7	May & Nov.	N. Y. or Bos.	1879	....	Mort. bonds (ass'd by L.S. & M.S.)	200,000	7	Jan. and July.	New York.	1892	....
Consol. Second Mort. (gold)....	3,294,000	7	Apr. & Oct.	"	1903	47	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Land Income bonds.....	475,000	12	Jan. & July.	Boston.	....	102	Mort. bonds (" ")	2,856,000	7	Apr. and Oct.	"	1898	107 1/2
Atlanta and Richmond Air Line.							Buffalo and Jamestown:						
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Mortgage.....	1,000,000	6*	.....	New York.	1902	....
Atlantic and Great Western:							Buffalo, New York and Erie:						
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	Buffalo, New York & Phila.:						
3d Mortgage (gold) Income.....	23,788,000	7*	May & Nov.	"	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	94 1/2
Atlantic and Gulf:							2d Mortgage for \$1,000,000....	281,500	10	"	"	1893	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	38	Burlington, Cedar Rapids & Minn.:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	1st Mortgage, stg., skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	45
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mort., (gold) Mlg. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
Atlantic and Lake Erie:							Burlington and Missouri River:						
1st Mort. (gold) for \$5,000,000..	.....	7*	Jan. & July.	New York.	1901	....	Land and R. R. Mortgage.....	4,638,250	7	April & Oct.	N. Y. & Bos.	1893	110
Atlantic, Miss. and Ohio (428 m.):							Stock Bonds pref. 3d lien.....	298,500	8	Jan. & July.	Boston.	1878	....
1st Mortgage for \$15,000,000....	5,470,000	7*	Apr. & Oct.	New York.	1901	....	Stock (common) Bonds.....	289,500	8	Apr. & Oct.	N. Y. & Bos.	1879	100
2d Mort. to State (no int. till '80).	4,000,000	.....	"	"	....	....	Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	106 1/2
Atlantic and Pacific:							Stock (common) Bonds.....	401,000	8	"	"	1889	....
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	108 1/2
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1888	61	Bonds convertible until 1892...	600,000	8	"	Boston.	1883	96 1/2
1st Mort. (Central Div.) gold....	1,190,000	6*	May & Nov.	"	1891	....	Burlington and Southwestern:						
1st Mort. (Central Div.) L. G....	794,000	6*	"	"	1901	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	Osro and Fulton (Arkansas):						
Income Bonds (for funding)....	529,600	6*	"	"	1883	....	1st Mort. (R. R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Debentures.....	900,000	10	J. A. J. & O.	"	1884	....	Osro and St. Louis (3 ft. gauge):						
Atlantic and St. Lawrence:							1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Sterling bonds (not Mort.) of 1863.	484,000	6*	May & Nov.	L " n	1878	....	1st Mortgage, gold.....	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	....
2d Mortgage (sterling) of 1864...	1,500,000	6*	Apr. & Oct.	"	1884	....	2d Mortgage.....	1,800,000	7*	Jan. & July.	"	1898	....
3d Mortgage (sterling) of 1871...	718,000	6*	May & Nov.	"	1891	....	California Pacific:						
Portland City Bonds, 1st M., & L.	787,000	6	"	Portland.	1886	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
Bald Eagle Valley:							Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
1st Mortgage.....	354,000	7	Jan. & July.	Philadelphia.	1881	....	First Income bonds.....	1,000,000	10*	"	"	1891	....
2d Mortgage.....	100,000	7	"	"	1884	....	2d Income, or double track b'ds	1,800,000	6*	Jan. & July.	.....	1891	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	100	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	108 1/2
Loan of 1863-'86.....	1,710,000	6	Apr. & Oct.	"	1885	100	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	103
Loan of 1866-'90 (Balt.) skg. fd....	3,253,020	6	Jan. & July.	"	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	108
Loan of 1870-'95 (stg.) skg. fund.	3,338,956	6*	March & Sept.	London.	1896	....	Sterling Loan, S. F. (\$282,000).	1,286,000	6*	Feb. & Aug.	London.	1880	....
Loan of 1872-1902 (stg.) S. F....	9,198,862	6*	"	"	1902	....	Camden and Atlantic:						
Loan of 1874-1910 (stg.) S. F....	9,678,000	6*	May & Nov.	"	1910	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
Baltimore and Potomac:							2d Mortgage.....	500,000	7	Apr. & Oct.	"	1879	96
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Camden and Burlington County:						
1st Mortgage (R. R.) gold guar..	3,000,000	6*	Apr. & Oct.	"	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104
Bangor and Piscataquis:							Canada Southern:						
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	1st Mort. (skg. fd) 'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	47
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	Cape May and Millville:						
Bay City and East Saginaw:							2d Mort., guar. by W. Jersey R.R.	400,000	7	Apr. & Oct.	Camden.	....	96
1st Mort., guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Carbondale and Shawneetown:						
Bedford and Bridgeport:							1st Mortgage.....	200,000	7*	Jan. & July.	.....	1902	....
1st Mortgage.....	1,000,000	7	Apr. & Oct.	Philadelphia.	1892	....	Carolina Central:						
Belfast and Moosehead Lake:							1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	2d Mortgage--Income Bonds..	3,000,000	7	Apr. & Oct.	"	1914	....
Bellefonte and Snow Shoe:							Carthage and Burlington:						
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	1st Mort., guar. by C. B. and Q.	266,000	8	May & Nov.	New York.	1879	101 1/2
Belleville and Indiana:							Catawissa:						
1st Mort., assu'd by C. C. C. & L.	453,000	7	Jan. & July.	New York.	1899	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Belleville and Southern Illinois:							1st Mortgage (new).....	1,300,000	7	"	"	1900	104
1st Mort., guar. by St. L. A. & T.H.	1,100,000	8	Apr. & Oct.	New York.	1896	85	Chattel Mortgage.....	209,850	6	May and Nov.	"	'88-'89	....
Boiot and Madison (C. & N.W.):							Cayuga Lake:						
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	800,000	7*	June and Dec.	New York.	1901	....
Belvidere Delaware:							Cazenovia and Canastota:						
1st Mortgage (guar by C. & )	.....	6	June & Dec.	New York.	1877	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
2d Mortgage " A. Co. and)	499,500	6	March & Sept.	Philadelphia.	1885	103	Cedar Falls and Minnesota:						
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	99	1st Mort. (C. F. to Waverly)....	198,000	7	Apr. & Oct.	New York.	1884	80
Bingham Canyon & Camp Floyd:							1st Mort. (W. to Minn. Line)....	1,334,000	7	Jan. & July.	"	1907	....
1st Mortgage.....	240,000	8*	Jan. & July.	.....	1903	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	....	2d Mort. (now 1st) guar. C. & N.W.	568,200	7	Jan. & July.	Boston.	1880	102
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	"	"	1894	99	3d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	"	1916	100	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular).	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7*	"	"	1900	....
2d Mortgage Govern'm't security.	1,600,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7*	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular).....	540,000	7*	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6*	"	"	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	100
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m..	928,000	7*	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.):							1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	61	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	114	1st Mort. (La Crosse Division).	6,000,000	7	Jan. & July.	New York.	1893	102
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	99
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer).	2,500	8	May & Nov.	"	1874	....
Consol. Mort. for \$25,000,000....	15,000,000	7	"	New York.	1899	63	1st Mort. (Iowa and Minn. Div.)	3,510,000	7	Jan. & July.	"	1897	88
Central Ohio (B. and O.):							1st Mort. (Minnesota Central).	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	94	1st Mort. (St. Paul Division).	4,000,000	7*	"	"	1902	62
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	"	"	1899	84
1st Mort. 20 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	108	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	119
Convertible 20 years bonds, gold	1,482,000	7*	"	"	1888	104	2d Mort. (")	1,315,000	7.3	"	"	1898	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	104	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	"	1902	83
2d Mort. (Govern'm't Subsidy).	27,885,680	6	"	U.S. Treasury.	'95-'99	109	1st Mort. (Mil. and Western)....	234,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,735,000	6*	"	New York.	1899	100	2d Mortgage.....	675,000	7	April & Oct.	"	1884	91
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	"	"	1888	88	Equipment and Bridge Bonds....	219,000	10	June & Dec.	"	1883	....
1st Mort. (S. Fr. Okld & Ala.)...	500,000	8*	"	"	1890	....	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	"	1905	87
1st Mort. (San Joaquin V.D.) gold	8,030,000	6*	April & Oct.	"	1900	90	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	9,208,000	6*	"	"	1890	93	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.	1885	103
Central Vermont:							General 1st Mortgage (193 m.) ..	3,578,000	7	"	"	1885	107
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	9	Funded coupons (193 m.).....	740,300	7	May & Nov.	"	1883	104
2d Mort. Consol. (")	1,500,000	7	June & Dec.	"	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	146,000	7	Feb. & Aug.	"	1885	100
1st Mort. (Stan. Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	39	Green Bay Ext. (26m & 76,000 a.)	265,000	7	"	"	1885	100
Income and Extension Bonds....	1,008,000	8	May & Nov.	"	1902	40	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"	1882	107
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	'76-'77	28	Elgin and State Line.....	122,000	6	Jan. & July.	"	1878	....
Equipment Mort. (")	1,000,000	8	"	"	1889	28	Mississippi River Bridge.....	186,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	36	1st Mortgage (Peninsula).....	328,000	7	March & Sept.	"	1898	....
Missisquoi R.R. (")	500,000	7	"	"	1891	....	Consol. skg fund (C. & N.W.R'y)	4,277,000	7	F. M. A. & N.	"	1915	107
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds....	9,768,000	7*	June & Dec.	"	1902	87
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Funded Interest on 1st Mort....	157,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7*	Jan. & July.	"	1898	100
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	284,000	7	"	"	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	76	Chicago and Paducah (C. B. & Q.):						
Charlottesville:							1st Mortgage \$26,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chl. Pekin & Southw'n (C.B. & Q.):						
Cheraw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago, Rock Island and Pacific:						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage skg. fund.....	5,500,000	7	Jan. & July.	New York.	1896	109
Cherry Valley, Sharon and Alb.: 1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	Branch Bonds Sinking Fund....	1,000,000	6	Feb. & Aug.	"	1895	106
Chesapeake and Ohio:							New mort. bonds for \$12,500,000	3,500,000	6	Jan. & July.	"	1917	104
1st M. (gold) skg. fd. for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	22	Chl. & Southw'n (C. R. I. & Pac.):						
1st Mort. Extension (con. or reg)	5,428,900	7*	Jan. & July.	"	1902	....	1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1890	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
2d Mort. (") coupon.....	902,000	8	"	"	1884	....	Chicago and Superior:						
Income (") coupon.....	800,000	8	"	"	1876	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Funded Interest, coupon.....	180,600	8	"	"	1877	....	Chillicothe and Brunswick:						
Cheshire:							1st Mort. guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Coupon bonds (no Mort.).....	\$13,700	6	Jan. & July.	Boston.	'77-'96	97	Cincinnati, and Baltimore:						
Chester Creek (Phil. & Balt. Cent.):							1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	95
1st Mort. guar. by F. W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, Hamilton and Dayton:						
Chester and Tamarac:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....	2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....
Chicago and Alton:							3d Mortgage of 1867.....	500,000	8	June & Dec.	"	1877	....
1st Mortgage, pref. sinking fund.	28,000	7	May & Nov.	New York.	1877	107	Consol. S. F. M. for \$3,000,000.	....	7	April & Oct.	"	1905	....
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	117	Cincinnati, Ham. & Ind. (C. H. & D.):						
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	106	1st Mort. guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	103
Consol. Bonds (\$200 atg. each).	4,379,850	6*	Jan. & July.	London.	1903	....	Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mort. (St. L. & C.) assumed	504,000	7	April & Oct.	New York.	1894	106	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	84
2d Mort. (")	188,000	7	Jan. & July.	"	1898	....	Consolidated Mortgage.....	471,000	7*	June & Dec.	"	1914	....
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	88	Cincinnati and Martinsville:						
Chicago, Burlington and Quincy:							1st Mort. guar. by L. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Trust Mortgage skg. fund.....	2,870,000	8	Jan. & July.	New York.	1883	115	Cincinnati & Muskingum Valley:						
Trust Mortgage, skg. fund conv.	150,000	8	"	"	1883	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage (Burl. to Peoria)	697,000	7	April & Oct.	"	1890	....	Cincinnati, Richmond & Chicago:						
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1896	109	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Bonds of 1875, Sinking Fund....	448,000	5	June & Dec.	"	1895	60	2d Mortgage " " " "	65,000	7	"	"	1889	....
Consol. Mortgage for \$30,000,000.	10,433,000	7	"	"	1903	1							

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.....	1,096,000	6	"	"	1892	104	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1900	110	1st Mortgage for \$22,000 p.m....	1,826,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	108	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	108	2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	110 1/2	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (")	849,000	7	April & Oct.	"	1886	108	1st Mortgage (on Branches).....	675,000	8	June & Dec.	"	1897	....
Colerbrookdale:							2d Mortgage.....	1,350,000	8	Feb. & Aug.	"	1893	44 1/2
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50	1st Mort. (Ionia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	"	1880	....
1st Mortgage.....	225,000	8 1/2	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.R.).....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund....	15,344,750	7	April & Oct.	New York.	1908	50	2d Mortgage (")	1,000,000	8	"	"	1875	....
2d Mortgage skg fund.....	5,682,400	7	Feb. & Aug.	"	1900	5	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
Income convertible.....	3,895,000	7	"	"	1890	....	2d Funded Coup. (")	375,734	7	May & Nov.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	'93-'96	....	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mort. (")	344,400	7	Jan. & July.	"	"	....	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1880	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1886	....
1st M., a.f. (")	39,650	7	May & Nov.	"	1893	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1866.....	1,702,317	6 1/2	Jan. & July.	"	1886	....
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1906	109
2d Mortgage (Ind. Cent.)	666,500	7	"	"	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	1st Mort. guar. by C., B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
Income (")	74,024	7	"	"	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	816,000	7	April & Oct.	"	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittab.						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000.....	1,350,000	7	April & Oct.	Boston.	1893	100	East Brandywine & Waynesboro:						
Coupon Notes.....	129,000	7	June & Dec.	"	1881	9 1/2	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massawippi) guar. gold	400,000	6 1/2	Jan. & July.	"	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	104
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	80
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	'82-'87	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free.....	3,400,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	"	"	'80-'85	....
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	102 1/2	Company Bonds (" new)	135,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Cowanesque Valley:							Loan of 1867.....	.....	7	"	"	1887	....
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868.....	.....	6	"	"	'88-'89	....
2d Mortgage.....	160,000	7	May & Nov.	"	1882	....	Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	.....	7	"	"	1892	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	.....	7	"	"	'83-'84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indeb. Sept. 1, 1876	11,796,000	3 1/2	"	Boston.	1906	51 1/2
2d Mortgage.....	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,800	6	"	"	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	101 1/2
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2892	00
2d Mortgage.....	300,000	7	"	"	1885	....	Erie Railway:						
Danv., Urb., Bloomington & Pekin:							1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	112 1/2
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1909	....	2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	100
Davenport and St. Paul:							3d Mortgage.....	4,852,000	7	"	"	1883	104 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	103
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	100 1/2
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage....	182,900	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1884	....	Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1875	....
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7 1/2	"	NY & London.	1920	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....	2a Consol. Mort. for \$40,000,000.	14,400,000	7 1/2	June and Dec.	London.	1894	....
Dayton and Union:							Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Erie and Pittsburg (Penn.):						
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Income Bonds.....	252,445	6	"	"	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Dayton and Western (L. M. R.R.):							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage (")	495,000	6 1/2	Jan. & July.	"	1905	....	European & N. American (Me.):						
Decatur, Sullivan and Mattoon:							Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. &Y		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,800,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	107
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1895	106
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,800	7	April & Oct.	"	1895	63
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. L.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6*	"	"	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1886	....	Sterling Bonds, Sinking Fund..	4,598,906	5*	"	"	1903	....
1st Mort. (Whitestone & W.)...	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.):						
1st Mort. (N. Y. & Flushing)...	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109
Fonda, Johnstone & Gloverville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indianapolis, Blooming. & West:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	2
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage Extension gold...	5,500,000	7*	Jan. & July.	"	1912	....
2d Mortgage.....	500,000	8	"	"	1895	....	2d Mortgage.....	1,500,000	8	"	"	1890	2
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	8	"	"	1883	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Fremont, Elk Horn & Mo. (S.C. & P.):							International and Gr. Northern:						
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	1st Mortgage a.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	77
Galena & Chic. Union (C. & N. W.):							Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage (Hous. & Gr. N. R.R.)	4,211,000	7*	Jan. & July.	"	1900	74
Galv., Harrisburg & San Antonio.							Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1867.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82	1st Mortgage of 1869.....	2,000,000	7	June & Dec.	"	1899	....
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	1883	80
1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered...	375,000	10	"	"	1888	....
Georgia (and Banking):							1st Mort. (Ind. & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)...	530,000	7	Jan. & July.	Augusta.	1875-190	....	1st Mort. (Cin. & Indiana).....	492,000	7	June & Dec.	"	1892	....
Ullman, Clinton & Springfield:							2d Mort. (") "guar.	1,497,000	7	Jan. & July.	"	1881	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	240,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	375,000	10	Jan. & July.	"	1900	....
1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	85	Equipment Mortgage.....	375,000	10	Jan. & July.	"	1881	81
1st Mort. L. G. not guar. gold...	3,224,000	7*	April & Oct.	"	1899	....	Ionia and Lansing (D. L. & L. M.):						
Grand River Valley (Mich. C.):							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	Iowa Falls and Sioux City:						
Grand Trunk (Ca.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	83
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipm't Bonds No. 2 £500,000...	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$15,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penna.):						
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds £2,327,808	11,639,040	4*	"	"	"	....	Ithaca and Athens (Penna.):						
3d Preference Bonds £7,183,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	103
Provincial Debenture's £3,111,500	15,567,500	....					Jackson, Lansing & Saginaw (MO):						
Great Western of Canada:							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	90
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	....
Mortgage Bonds £547,000.....	2,735,000	5 1/2	April & Oct.	"	1877-78	....	2d Mortgage.....	185,000	8	March & Sept.	"	1875	....
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1900	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	51
Debenture Bonds £1,743,190...	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1850:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	106	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	62	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	2,000,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	Jameson & Frank (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	423,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,495,545	7	Jan. & July.	Columbia.	1881-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed.....	376,765	7	"	"	1881-86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
1st Mortgage.....	186,000	7	May & Nov.	New York.	1889	....	2d Mort. (")	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)..	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	597,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	80	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1872-94	108	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	1874-78	105	Jefferson, Philadelphia:						
Fifteen years' bonds (277 m.)...	3,798,000	6*	March & Sept.	"	1885	91	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (Q. & Palm R. R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	800,000	6	April & Oct.	"	1900	102
1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	90	Junction and Breakwater:						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	...							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	\$ 74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1896	64	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.68m. & 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-'76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-'78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1888	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-'97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,850	7	March & Sept.	N. Y. L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	....
Kent County (Del.)							Mort. main office lot & building.	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-'86	....
Kentucky Central:							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,349,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	66
Keokuk and Des Moines:							Louisville Loan.....	849,000	6	"	"	86-'87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,500	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99
Keokuk and St. Paul (C.B. & Q.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.....	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	70	Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	....
Laf., Muncie & Bloom. (T.W. & W.)							Macon and Brunswick:						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Lake Erie and Louisville:							1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
Lake Ontario Shore:							Madison and Portage:						
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Shore & Michigan South'n:							Maine Central:						
Sinking Fund Mortgage.....	1,146,000	7	April & Oct.	New York.	1879	....	Consolidated Mortgage.....	1,680,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F., Regist'd.	6,650,000	7	J. A. J. & O.	"	1900	106	\$1,100,000 Loan, tax free.....	756,800	6	Jan. & July.	"	1898	91
Consol. Mort., S.F., Coupur.....	3,395,000	7	Jan. & July.	"	1900	107	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
2d Consol. Mort. for \$25,000,000.	9,105,000	7	June & Dec.	"	1903	93	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	....
Bonds of 1882 (Reg. & Coupon)	3,395,000	7	April & Oct.	"	1882	....	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	90-'91	96
Lake Shore Dividend Bonds.....	1,442,000	7	"	"	1899	108	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	....	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1895	....
3d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	....	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Mich. So. & Nor. Ind.)	5,235,000	7	May & Nov.	"	1885	....	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
2d Mort. (") " " " "	2,682,306	7	"	"	1877	....	Bath (Androscoggin) Loan.....	425,000	6	"	"	1891	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	....	Mansfield & Framing. (B.C. & F.)						
2d Mort. (") " " " "	849,000	7	April & Oct.	"	1886	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	95
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Marietta and Cincinnati:						
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1886	....	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (") " " " "	2,350,000	7	April & Oct.	"	1898	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	83
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	82
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	11
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	Marietta, Pittsburg & Cleveland:						
1st M. (Jamestown & Franklin)	433,000	7	"	"	var	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	....	Marquette, Houghton & Ontonagon:						
Lake Shore & Tuscarawas Valley:							1st Mortgage (Marq. & Ont.)...	1,780,000	8	Jun. & Dec.	New York.	1892	89
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
2d Mortgage, for \$1,000,000.....	698,000	7	"	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-'93	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Massachusetts Valley (C. & P. R.):						
Lake Superior & Mississippi:							1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	90
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	Maryland and Delaware:						
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds.....	3,200,000	10	"	"	1902	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Lawrence (P. Ft. W. & Chl.):							Massillon & Clevel. (C.M. V. & D.)						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	Memphis and Charleston:						
Leaven., Lawrence & Galveston:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. skg fund conv. gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....	1,514,142	6	"	"	1890	86
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	Income Bonds.....	600,000	10	March & Sept.	"	73-'76	....
Lehigh and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
Lehigh Valley:							2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	108	Michigan Air Line (Mich. Cent.):						
1st Mortgage (") reg'd.....	6,000,000	6	"	"	1898	109	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	112	Michigan Central:						
General Mort. for \$40,000,000.	5,000,000	6*	June & Dec.	"	1923	90	1st Mortgage, convertible.....	555,000	8	April & Oct.	Boston.	1882	....
General Mort., registered.....	5,000,000	6*	"	"	1922	87	1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	113
Lewisb. Centre & Spruce C. (P. & E.)							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	102
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	86
Lexington & St. Louis (A. & P.):							Equipment Bonds for \$800,000..	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	....	Michigan Lake Shore:						
Little Miami:							1st Mortgage.....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$						N.O. Jack & Gt. N. (N.O. St. L. & C.)	\$					
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
Minnesota and North Western:							2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	Consol. Mort. for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
Mississippi Cent. (N.O. St. L. & Chi.)							New Orleans, Mobile and Texas:						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
General Mort. for \$8,000,000 gold	3,795,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Onachita & Red Riv.							New York, Boston and Montreal:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000.....	6,017,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.):						
1st Mortgage.....	600,000	7	April & Oct.	Memphis.	1878	....	1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.....	1,264,000	8	Jan. & July.	"	81-'93	....	New York Central & Hudson R.						
Tennessee State Loan.....	430,547						Debt Certificates (N. Y. Cent.)	6,682,900	6	May & Nov.	New York.	1883	1044
Mississippi Valley and Western:							Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	"	1883	....
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks (")	692,000	6	"	"	1883	104
Missouri, Iowa and Nebraska:							Bonds for Real Estate (")	162,000	6	"	"	1883	104
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	"	1887	103
Missouri, Kansas and Texas:							2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	1134
1st Mort. (U. Pac. S. B.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (Tebbo & Neosho) S. F.	362,000	7*	June & Dec.	"	1903	....	1st Mort., coup. } for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	1184
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	55	1st Mort., reg'd } for \$2,000,000	9,733,333	6*	"	London.	1903	....
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	New York and Harlem:						
Further Add. Consol. Mort.....	500,000	7	"	"	1906	....	Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
Missouri River, Ft. Scott & Gulf:							Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	62	Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	"	1900	1184
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Consol. Mort. of 1872, reg.....				"	1900	118
Mobile and Girard.							N. York, Housatonic & Northern:						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
2d Mortgage.....	300,000	8	"	New York.	1889	....	New York, Kingston & Syracuse:						
Plain bonds.....	53,500	8	"	Savannah.	1887	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Mobile and Montgomery:							New York, N. Haven & Hartford:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
2d Mortgage.....	800,000	8	"	"	1900	....	New York and New England:						
Mobile and Ohio:							1st mortgage, old.....	923,000	7	March & Sept.	Boston.	1884	....
1st Mortgage Sterling.....	5,636,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st mortgage, new.....	343,000	7	Jan. & July.	"	1905	....
Interest bonds.....	1,524,300	8	"	"	76-'83	....	New York and Oswego Midland:						
Sterling Interest bonds.....	709,920	8	"	London.	1883	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Tennessee Substitution Bonds:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Special Mort. (Gainesville Br'h)	55,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage non-convertible.....	1,600,000	7	"	"	1896	....
2d Mortgage.....	1,438,858	8	March.	"	1877	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
Consol. Mort. for \$18,000,000.	7	Jan. & July.	N.Y. & Lond.	1904	....	....	1st Mort. (West. Extension).....	2,425,000	7	.....	"	....	....
Convertible 3 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
Montclair (N. Y. & O. Mid.):							New York, Providence & Boston:						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
2d Mortgage.....	730,000	7	"	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	78-'81	....
Income Mortgage.....	838,400	7	"	"	....	....	General Mort. for \$1,000,000.....	837,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A.M. & O.):						
1st Mortgage.....	127,800	7	May & Nov.	New York.	1888	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	86
2d ".....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	137,000	7	"	"	1877	84
Montgomery and Eufrata:							2d Mortgage.....	454,000	8	"	Norfolk.	1893	70
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, NC.	1878	....
Monticello and Port Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							2d Mortgage.....	282,500	8	"	"	1899	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	117	North Missouri (St. L., K. C. & N.):						
2d Mortgage guar.....	2,000,000	7	Feb. & Aug.	"	1891	106	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	1004
Convertible bonds.....	384,000	7	Jan. & July.	"	1900	....	North Pennsylvania:						
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	100	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
Gen'l M. (1st on Boonton Br.)	4,991,000	7	April & Oct.	"	1901	100	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	111
Special Mortgage.....	1,025,000	7	"	"	1901	....	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	103
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	88	North Shore (Flush., N.S. & Cent):						
Nashville, Chattanooga & St. Louis:							1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
1st Mort. endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	74-'83	....	Northern Central:						
2d Mort. (Hela by U. S. Gov.)	1,000,000	4	"	"	81-'91	....	1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
New Mortgage.....	4,700,000	7	"	"	1913	84	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	103
Nashville and Decatur (L. & Nash.)							3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	1004
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	84	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	87
2d Mortgage gold.....	295,000	6*	April & Oct.	Nashville.	1887	....	Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Nashua and Lowell:							Consol. General Mort. S. F.....	2,925,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	102	Second General Mort. coupon..	3,000,000	5	"	Baltimore.	1926	....
Newark and New York (C. of N.J.):							Second General Mort. coupon..	1,900,000	6	"	"	1926	....
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Northern New Jersey (Erie):						
Newark, Somerset & Strataville:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98	Northern Pacific:						
New Bedford:							1st Mort. on R.R. & lands gold..	30,097,600	7.3*	Jan. & July.	New York.	1900	114
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	984	Northwestern Virginia:						
New Issue for \$300,000.....	400,000	7	"	"	1894	105	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
New Haven and Derby:							Northwestern Union (C. & N.W.):						
1st Mortgage.....	525,000	7	Various.	New Haven.	98-'00	....	1st Mortgage.....	3,500,000	7*	.....	New York.	....	....
New H. Middle'n & Willman:							Norwich & Worcester (B.H. & E.):						
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
2d Mortgage.....	2,000,000	7	"	"	1881	....	Construction Bonds.....	240,000	7	"	"	1877	....
New Haven and Northampton:							Nyack and Northern:						
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	80-'82	Ogdensburg and Lake Champlain:						
Holyoke and Westfield bonds..	200,000	7	"	"	1891							

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt:	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	85	Mortgage Loan, convertible....	25,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Omaha and Northwestern:							Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	....
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104 1/2
Omaha and Southwestern:							Loan of 1876.....	800,000	6	" "	" "	1900	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	97	Pickering Valley (Phila. & Rdg):						
Orange, Alex. & Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
See Wash. C. Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1894	8 1/2
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	77
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C.M. & S.P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	119
Oswego and Rome (R.W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	800,000	7	Jan. & July.	" "	1912	115 1/2
1st Mortgage guar. by C.B. & Q.	1,079,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville:							2d Mortgage (Series I).....	800,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	800,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	800,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	102 1/2	2d Mortgage (Series L).....	800,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	90	2d Mortgage (Series M).....	800,000	7	April & Oct.	" "	1912	103 1/2
3d Mortgage.....	4,000,000	7	May & Nov.	" "	....	....	Construction bonds of Jan. 1, 1870	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1894	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paducah and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'tsville)	4,000,000	7	Jan. & July.	Baltimore.	1898	94 1/2
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stg £597,800.	2,889,330	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N.H.):						
Pemberton & Hights. (U.C. of N.J.):							1st Mort. (Maine Section) gold.....	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage, guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N.Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N.Y. & Bost.	1891	46
1st Mortgage gold (S.F.) 2d series	2,000,000	7 1/2	Feb. and Aug.	" "	1900	....	Portland and Oxford Central:						
Mortgage.....	640,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisb'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,780	6	J. A. J. & O.	Philadelphia.	1910	105 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
General Mortgage, registered.....	19,999,780	6	" "	" "	1910	108	2d Mort. (Portland Loan).....	306,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1905	92 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd	4,795,108	5	April & Oct.	Philadelphia.	1917-19	....	1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N.Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R.R.	500,000	7 1/2	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort. guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	49
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Pongkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L.V.):							2d Mortgage.....	78,000	7 1/2	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	108 1/2	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	....
Peoria & Bureau Val (C.R.I. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guaranteed.....	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	72
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.	1,500,000	7 1/2	Feb. & Aug.	N.Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg):							1st Mort. Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	97
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort. Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	1912-19	84 1/2	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	114
2d Mortgage.....	500,000	8	" "	" "	1902	....	2d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,768,500	7	May and Nov.	" "	1921	92
1st Mortgage (Md. Div. 9 1/2 m.)...	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6 1/2	" "	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	100 1/2	Virginia State guar. bonds.....	157,800	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	102 1/2	1st Mort. (Piedmont Branch)....	500,000	8	" "	" "	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	95	1st Mort. (Northwestern, N.C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
General Mort. for \$20,000,000.....													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:							South Carolina:						
1st Mortgage.....	344,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,051,500	7	"	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,205,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	2,500	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
1st Mort. (R. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	2d Mort.	200,000	7	"	"	1889	....
St. Louis, Alton and Terre Haute:							South Mountain Iron (Cumb. Val.):						
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	116	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	110	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	88	South and North Alabama:						
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	88	1st Mort. endor. by Ala. gold.....	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	68	Sterling Mort., guar. by L. & N.	2,103,000	6*	May & Nov.	London.	....	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Pacific (Atl. and Pac.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage gold, assumed.....	7,188,500	6*	Jan. & July.	New York.	1888	76 1/2
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	103 1/2	South Shore (Mass.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	70	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	99 1/2
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1897	....	South Side, Va. (A. M. and O.):						
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	86
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	60
St. Louis, Jacksonville & Chicago:							3d preferred bonds.....	452,800	6	"	"	'84-'90	42 1/2
1st Mortgage.....	2,920,000	7	April & Oct.	New York.	1894	....	Southern Central (N.Y.):						
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
St. Louis, Kansas City & Northern:							2d Mortgage.....	600,000	7*	March & Sept.	"	1882	103
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101 1/2	Southern Iowa and Cedar Rapids:						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Lawrence and Denver:							Southern of L. L.:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
St. Louis and South Eastern:							2d Mort. Sink. Fund.....	1,500,000	7	May & Nov.	"	....	80
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	Southern Minnesota:						
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	"	1897	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern (Cal.) Pacific:						
St. Louis, Van. & T. B. (T.H. & L.)							1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	Southern Pennsylvania:						
2d Mortgage, (A.) guaranteed.....	1,000,000	7	May & Nov.	"	1898	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1899	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	South Western (Cen. of Ga.):						
St. Paul and Iowa Southwestern:							Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	1st Mortgage (Muscogee) conv.....	300,000	7	"	"	'72-'76	....
St. Paul and Pacific 1st Division:							Spartanburg and Union:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
1st M. (St. Paul to Wabash) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
2d Mort. (") & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield, Athol & Northeastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d M. (") R.R. & Lands.	8,500,000	7*	"	"	....	....	Springfield & Illinois S. Eastern:						
General Mortgage for \$15,000,000	....	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
St. Paul, Stillwater & Taylor's F.:							2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Springfield and Northwestern:						
Salem (West Jersey):							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Staten Island:						
Salem and Lowell (B. & L.):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Stanstead, Shefford and Chambly:						
Sand, Mansfield & Newark (B. & O.)							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage guaranteed.....	2,801,000	7	Jan. & July.	New York.	1900	91	Sullivan (Central Verm.):						
Saratoga & Whitehall (R. & S.):							1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
Savannah, Albany & Gulf (A. & G.):							Sullivan and Erie:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Savannah and Charleston:							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	97 1/2
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort. gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.)							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (LS & MS):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebro and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Seima and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Seima, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Seima, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	....	1906	42
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Eastern Div.).....	1,000,000	7	June & Dec.	New York.	1894	86
Shamokin Valley & Pottsv. (N.C.):							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	89
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	30
Shoebogyan and Fond du Lac:							Equipment Mort. sinking fund.....	84,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. for \$6,200,000.....	1,500,000	7	May & Nov.	"	1910	35
1st Mortgage extension.....	604,000	8	April &										

AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	107
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort.	300,000	6	"	"	1890	107
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	81
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	107
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	6a	Jan. and July.	New York.	1899	130
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	77
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,232,000	6a	Jan. & July.	N. Y. & Bos.	'96-'99	106	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	7,404,000	7	Apr. and Oct.	"	1887	103	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	103	West Jersey:						
3d Mortgage Sinking Fund.....	14,188,000	8	March & Sept.	New York.	1894	98	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	82
Omaha Bridge Bonds Sterling.....	2,279,000	8a	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	"	"	1896	102
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6a	May and Nov.	New York.	1895	....	1st Mort. (Swedenboro') guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	95
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	103
1st Mortgage gold, skg fund.....	3,220,000	6a	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7a	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).	640,000	7a	"	"	1902	....
United N. J. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,844,000	5a	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 (")	1,800,000	5a	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compas)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & Am.)	1,310,000	6a	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	31
Loan of 1883 (Camden & Amb'y)	1,780,000	6	"	Philadelphia.	1883	103	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	103	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	108	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6a	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7a	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7a	Jan. and July.	New York.	1896	100
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.5	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	80
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	65
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	7a	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7.5	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7a	Jan. and July.	Boston.	1901	36
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
Special Loan 1871.....	218,000	8	Jan. and July.	"	1880	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	5a	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1885	82
Virginia & Tennessee (A.M. & O.):							Delaware Division (L.C. & N.):						
1st Mortgage.....	494,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
3d Mortgage.....	990,000	6	"	"	1884	81	Delaware and Hudson:						
5th Mortgage.....	900,000	8	March & Sept.	"	1890	80	1st Mort. (1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	97
Registered Certificates.....	116,000	8	Jan. and July.	"	1875	....	regis. 2d series, July 1, 1899	3,500,000	7	Jan. and July.	"	1884	90
Funded Interest.....	210,000	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	91
Walkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	91
1st Mortgage gold, tax free.....	810,500	7a	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	611,400	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	702,779	6	June & Dec.	Philadelphia.	1877	94
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Debentures.....	41,550	6	"	"	1882	96
Warren & Franklin (F. T. & B.):							Convertible Loan, gold.....	771,000	6a	March & Sept.	"	1894	92
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, registered.....	6,351,933	6	J. A. J. & O.	"	1884	101
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	101
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold....	4,658,500	6a	June & Dec.	"	1897	88
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	80
1st Mortgage.....	150,000	9a	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So.:							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,850,000	7	Jan. and July.	Baltimore.	1882	65	Monongahela Navigation:						
2d Mort. (")	350,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	89	Morris (and Banking):						
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	73	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. (")	600,000	8	May and Nov.	"	1873	60	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	102
4th Mort. (")	700,000	8	March & Sept.	"	1880	33	Preferred Stock Dividend Scrip.	103,184	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	66
Virginia State Loan.....	249,962	7	Jan. and July.	"									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As indicated (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "†."

Abstract of General Balance Sheet.										Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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	Operations.	Earnings.	Value.
Abstract of General Balance Sheet.			

Abstract of General Balance Sheet.										Operations.		Earnings.		Value of Shares.		
Property and Assets.										Trains Moved.		Freight.		Dividends.		
Companies.										M.		Tons.		p.c.		
Railroad.										M.		Number.		p.c.		
Freight.										M.		Tons.		p.c.		
R. M. E.										M.		Tons.		p.c.		
Engines.										M.		Tons.		p.c.		
Railroad in progress.										M.		Tons.		p.c.		
Branch Idene.										M.		Tons.		p.c.		
Main Idene.										M.		Tons.		p.c.		
Years ending.										M.		Tons.		p.c.		
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73.1
Sept. 30, 1878	73.1	78.8	419.7	73.1	78.8	419.7	73.1	78.8	419.7	73						

Dec. 31, 1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	464	463	462	461	460	459	458	457	456	455	454	453	452
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[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

an asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running *dots* (....) signify "Not ascertained."

[illegible]

Philadelphia Stock Exchange.
Closing Prices for the week ending July 1

	W. H. Th. 12 F. 18. Sat. 14 M. 16. Tu. 17.				
Allegheny Val. T. 3-108.	108				
7s, Income.					
Camden & Am. 6s, 1888.					
6s, 1889.					
Mort. 6s, 1889.					103
Camden and Atlantic.					
Preferred.					
1st mortgage.					
2d mortgage.					
Catawissa.					
Preferred.					
New preferred.					
7s, new.					
Del. & Bound Brook.					
7s.					
Elmira & Williamsport.					
Preferred.					
7s.					
Hunt. & B. Top Mt.					
Preferred.	5				
2d mortgage.					
Lehigh Navigation.	19	18	18	18	18
6s, 1884.		101			
Gold Loan.		87	87	87	88
Railroad Loan.		101			
Conv. Gold Loan.		84			
Lehigh Valley.	35	35	34	34	35
6s, new, coupon.		108			
6s, new, registered.	109				
7s.	112	112		112	
Consol. mort. 6s.	90				
Little Schuylkill.					
Minehill & Sch. Haven.		43		43	43
North Pennsylvania.	41			40	
1st mortgage 6s.					
2d mortgage 7s.	111				
Gen'l mort. 7s, coup.					
Gen'l Mort. 7s, reg.					
Northern Central.					
Tennessee Va. R. R.	32	31	31	32	32
1st mortgage.	106				105
Gen'l mortgage.	106	105		105	
Gen'l mort. reg.	108	108			
Consol. mort. 5s, reg.			93		93
Penn. & N. Y. Canal 7s. 108	109	109			
Penn. State 6s. 2d series					
do. 3d series	109	109			
do. 5s, new.	107	108	108	108	108
Philadelphia City, 6s.		106	106	107	
6s, new.	111	111	111	112	112
Phila. and Reading.	12	12	12	12	12
Debtenture bonds.					
7s, of 1893.				108	
7s, new convertible.	45				
Gen'l mortgage 7s.	93				
Gen'l mortgage, reg.			93		
Philadelphia and Erie.					
1st mortgage, 6s.	102	102			
2d mortgage, 7s.	95				
Pittsb. Cin. & St. L. 7s. 77	76	76	77		
Pittsb. Titusv. & Buff. 6	61		61	61	
7s.	51		51		
Schuylkill Navigation.					
Preferred.		61	61		61
6s, 1872.	90				
6s, 1882.					
6s, 1895.					
United Co. of N. Jersey.	130	130	130		
Hestonville. (Horse).				12	
Chestnut & Wal. (do.). 46					
Germantown (do.).					43
Green and Coates (do.).					
Lombard & 8th. (do.).					
2d and 3d streets (do.). 66	66		66	66	
Spruce and Pine (do.).					
13th and 15th sts (do.). 33					

Baltimore Stock Exchange.

Closing Prices for the week ending July 17.

	W.11	Th 12	F.15	Sat.14	M.16	Tu.17
Baltimore and Ohio ...	92	92	91½	91		
6s, 1880.....						
6s, 1885.....						
Central Ohio.....						
1st mortgage.....	94		94½			
Marietta & Cincinnati.....						
1st mortgage, 7s.....					83	83
2d mortgage, 7s.....			32½		32½	32½
3d mortgage, 8s.....	11½	11½	11½	11½	11½	32½
Northern Central.....						
2d mortgage, 6s 1885.....		100½				
3d mortgage, 6s, 1900.....						
6s, 1900, Gold.....	85	87				
Orange and Alex. 1st.....						
2d mortgage, 6s.....						
3d mortgage, 8s.....						
4th mortgage, 8s.....						
O., Alex. & Manassas 7s.....		85	65½			
Pittab. & Connellav. 7s.....	93½			94½	94½	
Virginia 6s, Consol.....	93½	65½	65½	65½	65½	
Consol. Coupons.....	80½		80	80½	80½	80½
Deferred Certificates.....				5		
Western Maryland.....						
1st M., end. by Balt.....						
2d M., do.....						
3d M., do.....				107		
1st M., unendorsed.....			90			
2d M., end. Wash. Co.....						
2d Mort., preferred.....						
City Passenger R. R.....						

New York Stock Exchange.
Closing Prices for the week ending July 18.

	Th.12.F.13.	Sat.14.	M.16.	Tu.17.	W.18.
Adams Express.....	96	96	96	96	96
Albany and Susq.....	107	107	107	107	107
1st mortgage.....	97	97	97	97	97
2d mortgage.....	44	44	45	45	45
American Express.....	44	44	45	45	45
Am. Dock and Imp. 7s.....	42	42	42	42	40
Atlantic & Pacific Tel. 20	20	20	20	20	20
Bost., Hart, & Erie 1st.....	45	45	45	45	45
Burl. O. R. & Minn. 1st.....	9	9	9	9	10
Central of N. Jersey 9	9	9	9	9	10
1st mortgage, new.....	113	113	113	114	114
7s, consolidated.....	61	61	61	61	61
7s, convertible.....	58	58	58	58	58
Central Pacific 6s, gold 108	108	108	108	108	108
1st M. (San Joaquin) 90	90	90	90	90	90
1st M. (Cal. and Or.) 88	88	88	88	88	88
Land grant 6s.....	85	85	85	85	85
Chicago and Alton 82	82	82	82	82	82
Preferred.....	101	101	101	101	101
1st mortgage.....	117	117	117	117	117
Sinking Fund.....	106	106	106	106	106
Income bonds.....	100	100	100	100	100
Chic. Burl. & Quincy 99	99	99	99	99	99
7s Consol. 1903.....	106	106	106	106	106
7s, 1883.....	104	104	104	104	104
Chic. & Milwaukee 1st.....	22	22	22	22	23
Chic. Mil. and St. Paul 21	21	21	21	21	21
Preferred.....	56	56	56	56	56
1st mortgage, 8s.....	112	112	112	112	112
2d mortgage, 7 3/4-10s.....	92	92	92	92	100
7s, gold.....	88	88	88	88	88
1st M. (La. Crosse div.).....	88	88	88	88	88
1st M. (I. and M. div.).....	93	93	93	93	93
1st M. (I. and D. div.).....	86	86	86	86	86
1st M. (H. & D. div.).....	93	93	93	93	93
1st M. (C. & M. div.).....	86	86	86	86	86
Consolidated S. F. 85	85	85	85	85	85
Chic. & Northwestern 20	20	20	20	20	22
Preferred.....	48	48	48	48	50
1st mortgage.....	107	107	107	107	107
Sinking Fund.....	107	107	107	107	107
Consolidated 7s.....	87	87	87	87	87
Consol. Gold bonds.....	87	87	87	87	87
Do. reg.....	86	86	86	86	86
Chic. Rock Isl. & Pac. 92	92	92	92	92	94
7s, 1896.....	109	109	109	109	109
6s, S. F.....	104	104	104	104	104
6s, 1917.....	104	104	104	104	104
Clev., Col., C. and Ind.....	110	110	110	110	110
1st mortgage.....	110	110	110	110	110
Clev. & Pittsburg guar.....	81	81	81	81	81
7s, Consolidated.....	110	110	110	110	110
4th mortgage.....	104	104	104	104	104
Clev., P. and Ash 7s.....	104	104	104	104	104
7s, new.....	104	104	104	104	104
Col. Chi. & Ind. Cent.....	26	26	26	26	26
1st mortgage.....	28	28	28	28	28
2d mortgage.....	30	30	30	30	30
Del. & Hudson Canal 54	54	54	54	54	54
Reg. 7s, 1891.....	80	80	80	80	80
Reg. 7s, 1894.....	81	81	81	81	81
7s, 1894.....	38	38	38	38	38
Del., Lack. & Western 38	38	38	38	38	38
2d mortgage 7s.....	38	38	38	38	38
7s, Convertible.....	80	80	80	80	80
Det., Mon. & Tol. 1st.....	79	79	79	79	79
Det. of Columbia 3-6s.....	7	7	7	7	7
Erie Railway.....	113	113	113	113	113
Preferred.....	106	106	106	106	106
1st mortgage.....	106	106	106	106	106
2d mortgage.....	102	102	102	102	102
3d mortgage.....	103	103	103	103	103
4th mortgage.....	103	103	103	103	103
5th mortgage.....	103	103	103	103	103
6th mortgage.....	103	103	103	103	103
Great Western 1st mort.....	94	94	94	94	94
2d mortgage.....	66	66	66	66	66
Hannibal & St. Joseph.....	13	13	13	13	13
Preferred.....	30	30	30	30	30
7s, Convertible.....	91	91	91	91	91
Hudson River 2d mort.....	113	113	113	113	113
Illinois Central.....	56	56	56	56	56
Kansas Pacific 1st mort.....	57	57	57	57	57
Lake Shore & Mich. So. 48	48	48	48	48	48
Consol. 7s.....	107	107	107	107	107
Consol. 7s, reg.....	106	106	106	106	106
2d Consolidated.....	94	94	94	94	94
Lake Shore Div. bonds.....	108	108	108	108	108
Leh. & W.B. 7s, Con 24	24	24	24	24	24
Long Dock bonds.....	110	110	110	110	110
L'ville & Nash. 7s Cons 93	93	93	93	93	93
Michigan Central.....	41	41	41	41	41
7s, 1902.....	102	102	102	102	102
8s, 1882.....	112	112	112	112	112
M. S. and N. I. 1st, S.F. 111	111	111	111	111	111
2d mortgage.....	106	106	106	106	106
Morris and Essex.....	55	55	55	55	55
1st mortgage.....	117	117	117	117	117
2d mortgage.....	106	106	106	106	106
7s of 1871.....	100	100	100	100	100
7s, Convertible.....	88	88	88	88	88
7s, Consolidated.....	93	93	93	93	93
N.Y. Cent. & Hud. Riv 92	92	92	92	92	92
7s, Sinking fund, 1876.....	93	93	93	93	93
6s, Sinking fund, 1883.....	118	118	118	118	118
6s, Sinking fund, 1887.....	118	118	118	118	118
1st mortgage, reg.....	118	118	118	118	118
1st mortgage.....	118	118	118	118	118
N. York and Harlem.....	138	138	138	138	138
Preferred.....	118	118	118	118	118
1st mortgage.....	118	118	118	118	118
1st mortgage, reg.....	118	118	118	118	118

New York Stock Exchange.
Closing Prices for the week ending July 18.

	Th.12.F.13.	Sat.14.	M.16.	Tu.17.	W.18.
New Jersey.....	130	130	130	130	130
N.Y., N. Haven & Hart.....	149	149	149	149	149
North Mississippi 1st M.....	102	102	102	102	102
Ohio and Mississippi.....	3	3	3	3	3
Preferred.....	5	5	5	5	5
2d mortgage.....	32	32	32	32	32
Consolidated 7s.....	86	86	86	86	86
Consol. Sinking fund.....	19	19	19	19	19
Pacific Mail S. S. Co. 19	20	20	20	20	20
Pacific R. R. of Mo.....	102	102	102	102	102
1st mortgage.....	88	88	88	88	88
2d mortgage.....	90	90	90	90	90
Panama.....	98	98	98	98	98
Pitts., Ft. W. & Chi. 60	60	60	60	60	60
1st mortgage.....	90	90	90	90	90
2d mortgage.....	90	90	90	90	90
3d mortgage.....	90	90	90	90	90
Quicksilver Mining Co.....	12	12	12	12	12
Preferred.....	12	12	12	12	12
St. L., Alton and T. H.....	4	4	4	4	4
1st mortgage.....	103	103	103	103	103
2d mort. preferred.....	103	103	103	103	103
Income bonds.....	8	8	8	8	8
St. L., Iron Mt. & S'p'hn 10	10	10	10	10	10
1st mortgage.....	103	103	103	103	103
2d mortgage.....	103	103	103	103	103
St. L., Jack. & Chi. 1st.....	23	23	23	23	23
St. L., Kan. City & N. 3	3	3	3	3	3
Preferred.....	22	22	22	22	22
Tol., P. & W. ar. 1st E.D.....	79	79	79	79	79
1st mort., West. Div.....	95	95	95	95	95
Tol., Wab. & Western.....	95	95	95	95	95
Preferred.....	95	95	95	95	95
1st mortgage.....	95	95	95	95	95
2d mortgage.....	95	95	95	95	95
7s, Consolidated.....	75	75	75	75	75
St. Louis Division.....	64	64	64	64	64
Union Pacific.....	105	105	105	105	105
1st mortgage.....	105	105	105	105	105
Land Grant 7s.....	105	105	105	105	105
Sinking Fund 8s.....	98	98	98	98	98
United States Express.....	42	42	42	42	42
Wells-Fargo Express.....	100	100	100	100	100
Western Pacific bonds.....	61	61	61	61	61
Western Union Tel.....	61	61	61	61	61
7s, S. F. conv., 1900.....	102	102	102	102	102

Boston Stock Exchange.

Closing Prices for the week ending July 18.

	Th.12.F.13.	Sat.14.	M.16.	Tu.17.	W.18.
Atch., Top. and Sap. Fe.....	88	87	87	87	87
1st mortgage.....	48	48	48	48	47
2d mortgage.....	78	78	78	78	78
Land Grant 7s.....	102	102	102	102	102
Income 12s.....	115	114	114	114	114
Boston and Albany.....	115	114	114	114	114
6s, 1895.....	61	61	61	61	61
Boston and Lowell.....	61	61	61	61	61
7s.....	61	61	61	61	61
Boston and Maine.....	89	89	89	89	89
Boston and Providence 120	120	120	120	120	120
Boston, Hart, & Erie 7s 9	9	9	9	9	9
Boston Water Power 2	2	2	2	2	2
Burl. & Mo. R. L. G. 7s.....	3	3	3	3	3
Burl. & Mo. R. in Neb.....	34	34	34	34	34
8s, old.....	106	106	106	106	106
8s, new.....	99	99	99	99	99
Chl., Burl. and Quincy 99	99	99	99	99	99
7s.....	108	108	108	108	108
8s, new.....	89	89	89	89	89
Cin., Sand. and Clev.....	1	1	1	1	1
Concord (\$50).....	1	1	1	1	1
Connecticut River.....	1	1	1	1	1
Eastern.....	3	3	3	3	3
Scip.....	58	58	58	58	58
New 3/4 Bonds.....	51	51	51	51	51
Fitchburg.....	104	104	104	104	104
Ind., Cin. & Lafayette.....	104	104	104	104	104
Kan. C. Top. & West.....	104	104	104	104	104
1st mortgage.....	104	104	104	104	104
Michigan Central.....	40	40	40	40	40
Nashua and Lowell.....	66	66	66	66	66
Northern, N. H.....	65	65	65	65	65
Norwich & Worcester.....	65	65	65	65	65
Ogden & Lake Champ.....	65	65	65	65	65
Preferred.....	88	88	88	88	88
Old Colony.....	88	88	88	88	88
7s.....	61	61	61	61	61
Ph., Wil. & Balt. (\$50) 61	61	61	61	61	61
Portl'd, Saco & Ports.....	79	79	79	79	79
Pueblo & Ark. Val.....	79	79	79	79	79
7s.....	79	79	79	79	79
Pullman Palace Car.....	71	71	71	71	71
Union Pacific.....	105	105	105	105	105
6s.....	105	105	105	105	105
Land Grant 7s.....	101	101	101	101	101
Sinking Fund 8s.....	95	95	95	95	95
Vermont and Canada.....	106	106	106	106	106
Vermont and Mass.....	106	106	106	106	106
Worcester and Nashua.....	106	106	106	106	106
Cambridge (Horse).....	106	106	106	106	106
Metropolitan (").....	106	106	106	106	106
Middlesex (").....	106	106	106	106	106
Central Mining Co.....	170	170	170	170	170
Calumet and Hecla.....	170	170	170	170	170
Copper Falls.....	170	170	170	170	170
Franklin.....	170	170	170	170	170
Quincy.....	36	36	36	36	36

New York Stock Exchange.
Closing Prices for the week ending July 18.

against \$224,167,500 same time in 1876. The loan item was \$252,452,700 against \$252,961,100 a year ago.

The City bank net reserve of specie and legal tender notes now shows an excess over the legal requirement of reserve to liabilities of \$20,424,925, as against \$21,899,150 the preceding week, \$9,089,775 the week ending 14th April (the lowest footing of this item thus far in the current year,) and \$24,781,800 on January 27 (which latter was the highest aggregate reached this year.) The City bank exchanges in currency reached \$394,344,937, or a daily average of \$65,724,156.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$49,702,787, against \$48,308,694 the preceding week; and a coin hoard of \$84,306,673, against \$82,926,868 on the return of a week earlier. The Customs revenue of the port during the past week was \$2,045,000.

The aggregate of the outstanding U. S. currency of all denominations, July 1st, was \$381,684,573. The outstanding amount of legal tender notes is \$359,764,332. The National bank circulation is now \$315,285,277 of currency notes and \$1,480,120 of national gold bank notes.

National Bank notes received at the Treasury Department last week for redemption were to the amount of \$5,514,000.

The income of the Government from internal revenues last week was about three millions, and during the fiscal year ending June 30, 1877, \$118,488,279, against \$116,700,782 in the preceding fiscal year; and from Customs last week about 2¼ millions, and in the last fiscal year \$130,439,419, against \$148,071,985 in the preceding fiscal year.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$7,963,213; special deposit of legal tenders for the redemption of certificates of deposit, \$57,780,000; Coin, \$107,757,241, including of Coin certificates, \$40,757,241.

Gold has been ruling stronger as to price, partly under the influence of the Treasury loan negotiations, and the probable bearing of the coin payments for the new loan on the course of Gold, in the open market, through the next few weeks. The speculative demand has been brisker. The Customs call has been rather more liberal. The export movement, however, has been light. The extremes of the price during the week have been 106¼@106½, closing at 105½, as against on Wednesday of the preceding week. The lowest point yet touched was 104¼, on Friday, March 2d. The specie outflow last week was only \$213,630, making the total exports of specie hence since January 1, \$20,576,386, against \$34,279,980 the same time in the preceding year. The imports of specie at this port last week were confined to \$3,919, and since January 1st have been \$7,400,780, as against \$2,441,630 same time last year. The Customs demand for gold last week averaged \$340,834 per day. Foreign Exchange has been less sought after, at much lower rates, leaving off quite irregularly. Bankers' sixty day bills on London closed on Wednesday at \$4 84¼@84 85½; sight bills on London at \$4 87 @84 88 to the £ sterling. The week's imports of Dry Goods and general merchandise were to the

specie value of \$6,764,395 as against \$5,871,581 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$1,296,134 of Dry Goods and \$5,468,261 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were \$5,154,447, against \$5,832,961 same week in 1876.

Government securities have been quite active and generally stronger though variable as to price. At the close the market was quoted as a rule firm, leaving off on Wednesday as follows:

United States currency sixes, 125½@125¾; do. 6s, 1881, registered, 111@111½; do. coupon, 112@112¼; do. 1865, new, registered, 106¾@106¾; do. coupon, 106¾@106¾; do. 1867, registered, 108¾@108¾; do. coupon, 108¾@108¾; do. 1868, registered, 111@112; do. coupon, 111@112; do. ten-forties registered, 112½@113¼; do. coupon, 113@113¼; do. five per cents 1881, registered, 110@110¼; do. coupon, 111¼@111½; do. 4½ per cents, 1891, registered, 108¾@109; do. coupon, 108¾@109.

The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$336,827,400, and \$18,857,000 as security for public deposits.

State and Railway bonds have been in moderate demand and quoted generally firm, in the instance of the more substantial loans which have been generally offering less freely. And in the line of Railway and Miscellaneous share property business has been fairly active but at reduced prices, in many instances leaving off irregularly.

More activity has been noted in general business, especially in Breadstuffs, but prices have fluctuated considerably closing as a rule more steadily. Further free dealings have been reported in No. 2 Red Western (Winter Wheat), new crop, and N. Y. No. 2 Spring for forward delivery, chiefly on export account. Petroleum has advanced on a light offering for early delivery. Foreign merchandise has been in moderate demand, with values showing no radical changes.

Hardware and Boots and Shoes have been attracting rather more attention, while Dry Goods have been in better demand with prices quoted as essentially unaltered.

A moderate movement has been noted in the line of Metals, with prices quoted barely steady. Eglington Pig Iron quoted at \$25 50; Glengarnock \$27 50; Coltness \$28 50 @29; No. 1 American Pig at \$18@19; No. 2 do. at \$17@18; Forge \$16@17; American Rails at works \$32 @35; Old Rails \$18@19. Wrought Scrap \$22 @25. Steel Rails, on the basis of \$45 @48 at the mills. Ingot Copper quoted 19½@19¾ for early delivery.

Ocean freights have been much stronger, as a rule, and quite active. Grain room on berth and charter more urgently sought after. The Continental steam lines, including Antwerp, Bremen, Hamburg, and Rotterdam, have most of their room for Grain for August and September shipment already under contract, for the new crop, at materially advanced figures, closing for Antwerp, and Rotterdam, for August and September shipment, at 10@10½d. per bushel. Liverpool steamer rates at the close for Grain, 5½@6d. per standard bushel. Provisions, 20s.@45s.; Tallow, 20s.;

Leather, 25s. Measurement Goods at 12s. 6d.@17s. 6d. per ton; Cotton, ¾d.@¾d. per lb., Liverpool, by sail. Cotton, ¾d. Grain, 5½d. Oil Cake and Slate, 10s.@12s. 6d.; Measurement Goods 10s.@15s.; Tobacco 25s. Grain rates on charter hence for Cork and orders left off at 5s. @5s. 6d. for the Continent, at 5s. 6d. @6s. and from Baltimore for Cork and orders, 4s. 6d.@5s. 3d. as to time of loading and from Philadelphia at 3s. 9d.@4s. per quarter. Refined Petroleum hence for Cork and orders, 3s. 9d.@4s. for the Continent, 3s. 6d. @4s. per bbl. And for Liverpool by steam, from Chicago, of through freight, Provisions, at 45@50c. via Boston, per 100 lbs.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo and Erie 7s, new, 107½. Albany and Esq., 3d mort., 90; Canada Southern 1st mort., coupon on, 47; Long Island R. R. 1st mort., 102; Chicago, Burlington and Quincy 5s, S. F., 90½; Cleveland and Toledo 7s, new, 108; South Pacific 1st mort., 72; N. Y. Central 6s, sub bonds, 104; East Tenn., Va. and Ga. 1st mort., 89; Toledo and Wabash 1st mort., 107; Wabash R. R. Pur. Com. Receipts, 4; New Jersey Southern R. R., ¾; Rensselaer and Saratoga R. R., 93; Duquesne and Sioux City R. R., 43¼; Ontario Silver Mining Co., 21½; Mariposa L. and M. 2¼; do. pref., 2½; Canton Co., 20; Am. Dist. Tel., 25; Missouri 6s, long bonds, 106; do. Asylum bonds, 105½; do. 6s, 1876, 100½; Tennessee 6s, old, 43¼; do. new, 43¼; do. new series, 43¼; Louisiana 7s, consol., 79½; Michigan 6s, 1878, 103; Virginia 6s, ex mat. coupon, 65½; Ohio 6s, 1881, 106; North Carolina 6s, old, Apl. and Oct., 18. The latest quotations are: Adams Exp., 96 @96½; American Exp., 45@47; Atlantic and Pacific Telegraph, 19½@20; Central Railroad of New Jersey, 10@10½; Chicago, Burlington and Quincy, 99½@—; Chicago and Alton, 85@—; do. pref., 101@—; Chicago and Northwestern, 21½@22; do. pref., 50½@50¾; Chicago, Milwaukee and St. Paul, 22¼@23; do. pref., 58½@59; Chicago, Rock Island and Pacific, 94¼@94¾; Cleveland, Columbus, Cincinnati and Indianapolis, 26@—; Cleveland and Pittsburg, 82@82; Columbus, Chicago and Indiana Central, 1½@2½; Delaware and Hudson Canal, 35¾@35½; Delaware, Lackawanna and Western, 39¾@39½; Erie, 7½@8½; Hannibal and St. Joseph, 12½@12¾; do. pref., 29½@30; Illinois Central, 57¾@58; Lake Shore and Michigan Southern, 49½@50; Michigan Central, 41½@42; Morris and Essex, 67¼@67½; N. Y. Central and Hudson River, 93¾@94; New York and Harlem, 138@140; Ohio and Miss., 3@3½; Pacific Mail, 20@20¼; Panama, 99@100; Pittsburg, Ft. Wayne and Chicago, 89½@91; Quicksilver, 13½@14; do. pref., 22½@24; St. Louis, Iron Mountain, and Southern, 8¼@—; St. Louis, Kansas City and Northern, 3¼@—; do. pref., 22¼@—; Union Pacific, 64@65; U. S. Express, 41¼@41½; Wells Fargo Express, 81½@82½; Western Union Telegraph, 60½@61; Wabash, 3¾@4.

Philadelphia.—West Jersey R. R. 7s, 103; Ridge Avenue R. R. 1st mort., 100½; Western Pennsylvania R. R. 6s, 77; Belvidere Delaware 2d mort., 103; do. 3d mort., 99; Steubenville and Indiana 6s, 88½; Susq. Coal 6s, 74; Connecting R. R.

6s, 108 $\frac{3}{4}$; Ithaca and Athens R. R. 7s, 108 $\frac{1}{2}$; Philadelphia and Reading R. R. 6s, 1843-'80, 108 $\frac{1}{2}$; Warren and Franklin 7s, 80; Nesquehoning Valley R. R., 46; Philadelphia, Germantown and Norristown R. R., 91; Central Transp. 29 $\frac{1}{2}$; Cincinnati 7.30s, 104 $\frac{3}{4}$; Pittsburg 7s, W. L., 107; Pennsylvania State 5s, 1882, 108 $\frac{1}{2}$. The latest quotations are: City 6s, 106 $\frac{1}{2}$ @107 $\frac{1}{2}$; do. free of tax, 111 $\frac{3}{4}$ @113; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 109 $\frac{1}{2}$ @111; do. 5s, new loan, 108@109; Philadelphia and Reading, 123 $\frac{1}{2}$ @12 $\frac{1}{2}$; do. Gen'l mort. 7s, coup., 93 $\frac{3}{4}$ @—; do. reg., 93 $\frac{1}{2}$ @—; do. mort. 6s, 1880, 102 $\frac{1}{2}$ @—; do. 7s, new conv. 40@45; do. 7s, 1893, 108@—; United New Jersey R. R. and Canal Co., 130@—; Camden and Amboy mort. 6s, 1889, 108@108 $\frac{1}{2}$; Pennsylvania R. R., 32 $\frac{3}{4}$ @32 $\frac{3}{4}$; do. 1st mort., 105@106; do. gen'l mort. coupon, 105 $\frac{1}{2}$ @—; do. reg., 107 $\frac{3}{4}$ @108 $\frac{1}{2}$; do. Consol. mort. 6s, reg., 92@93; Little Schuylkill R. R., 36@36 $\frac{1}{2}$; Morris Canal, 49@56; do. pref., 119@126; Susq. Canal 6s, —@40; Schuylkill Nav., 2 $\frac{1}{2}$ @—; do. pref., 6@6 $\frac{3}{4}$; do. 6s, 1882, 52@53; do. 1872, 86@90; Elmira and Williamsport pref., 39 $\frac{1}{2}$ @40; do. 7s, 102@—; do. 5s, 60@66; Lehigh Coal and Navigation, 18 $\frac{3}{4}$ @18 $\frac{3}{4}$; do. 6s, 1884, 101 $\frac{1}{4}$ @102; do. R. R. loan 102 $\frac{1}{4}$ @—; do. Gold Loan, 87 $\frac{1}{2}$ @88 $\frac{1}{2}$; North Pennsylvania, 40@—; do. 6s, 108@109; do. 7s, 110@110 $\frac{1}{4}$; do. Gen'l mort. 7s, reg., 105@105; Philadelphia and Erie, 8 $\frac{1}{2}$ @10; do. 6s, 102 $\frac{1}{2}$ @104; do. 7s, 94@94 $\frac{1}{2}$; Minehill, 42 $\frac{1}{2}$ @43 $\frac{1}{2}$; Catawissa 5 $\frac{1}{2}$ @6 $\frac{1}{4}$; do. pref., 30 $\frac{1}{4}$ @35; do. new pref., 28@30; do. 7s, 1900, 105@105; Lehigh Valley, 35 $\frac{1}{4}$ @35 $\frac{3}{4}$; do. 6s, new coupon, 108@108; do. reg., 109 $\frac{1}{2}$ @—; do. 7s, reg., 112 $\frac{1}{2}$ @113; do. consol. mort., 91@92; Fifth and Sixth streets (horse), 65@70; Second and Third, 65@67; Thirteenth and Fifteenth, 32 $\frac{1}{2}$ @33; Spruce and Pine, 24@—; Green and Coates, 30@32; Chestnut and Walnut, 46@48; Hestonville, 11 $\frac{3}{4}$ @12; Germantown, 42@44; Union, 65@—; Lombard and South, 10@—; Ridge Avenue 43@—; Seventeenth and Nineteenth, 35@—.

Baltimore.—Baltimore and Ohio R. R. 1st pref., 86; do. 2d pref., 85; Central Ohio R. R., pref., 37; Richmond and Danville 1st mort., 74; Cincinnati and Baltimore 7s, 95; Virginia and Tennessee 3d mort. 8s, 80 $\frac{3}{4}$; Santa Clara Mining Co., 9 $\frac{1}{4}$; Maryland Defense 6s, 112 $\frac{1}{2}$; Virginia Peellers, 40 $\frac{1}{2}$; Baltimore City 6s, 1875, 102 $\frac{3}{4}$; do. 1886, 112 $\frac{1}{2}$; do. 1890, 113 $\frac{1}{2}$; do. 5s, 99; Cincinnati 7.30s, Jan. and July, 105; do. May and Nov., 103 $\frac{3}{4}$. The latest quotations are: Cincinnati and Baltimore, 7s, 94@100; Wilmington and Weldon 7s, 100@—; Wilmington, Columbia and Augusta 7s, 25@33; Richmond and Danville 1st mort., 73@74; Pittsburg and Connellsville 7s, 1898, 94 $\frac{1}{2}$ @94 $\frac{3}{4}$; Baltimore and Ohio, 90@92; do. 1st pref., 95@96; do. 2d pref., 85@95; do. 6s, 1880, 101@104; do. 1885, 105@107; Northern Central, 13@—; do. 6s, 1885, 100@103; do. 6s, 1900, 99@—; do. 6s, 1900, gold, 87@90; Marietta and Cincinnati 1st mort. 7s, 1892, 83@85; do. 2d mort. 7s, 82 $\frac{1}{2}$ @83 $\frac{1}{2}$; do. 3d mort. 8s, 11@11 $\frac{1}{4}$; Central Ohio, 22 $\frac{1}{4}$ @—; do. pref. 37@—; do. 1st mort., 95@100; Western Maryland 1st mort. 6s, 1890, 90@90; do. 1st mort. guar., 105@—; do. 2d mort. guar., 106@—; do. 3d mort. guar., 107@—; do. 2d mort. pref., —@82; do. 2d mort. guar. by Washington Co., 100@—; Virginia and Tennes-

see 2d mort. 6s, 80@82; do. 3d mort. 8s, 80@81 $\frac{1}{2}$; Orange and Alexandria 1st mort. 6s, 70@90; do. 2d mort. 6s, 66@70; do. 3d mort. 8s, 40@50; do. 4th mort. 25@40; Orange, Alex. and Manassas 7s, 65@70; Baltimore 6s, 1875, 102 $\frac{3}{4}$ @103; do. 1884, —@113; do. 1886, 113@—; do. 1886, new, 111 $\frac{1}{2}$ @—; do. 1890, 113 $\frac{1}{4}$ @113 $\frac{1}{2}$; do. 1900, 113@—; do. 1900, new, 113@113 $\frac{1}{2}$; do. 1902, 113@113; do. 1902, new, 113@—; do. 6s, exempt, 115@117; do. 1893, new, 114 $\frac{1}{2}$ @115; do. 5s, 98@—; Maryland Defense 6s, 1883, 112 $\frac{3}{4}$ @113; do. 6s, 1890, 109@—; do. 6s, exempt, 113@113 $\frac{1}{2}$; do. 5s, 97@—; Virginia consol. 6s, 65 $\frac{1}{2}$ @65 $\frac{3}{4}$; do. 2d series, 40@42; Virginia Consol. coupons, 80 $\frac{1}{4}$ @80 $\frac{3}{4}$; West Virginia def. certifi., 5@5 $\frac{1}{4}$; Baltimore City Passenger R. R., 33@34; Baltimore and Catonsville R. R., 14@15 $\frac{1}{2}$; George's Creek Coal, 90@110; Maryland Coal, —@11; Atlantic Coal, 1.10@1.70; Canton Co., 13@21; do. gold 6s, —@91; Santa Clara, 9@10.

Boston.—Boston and Maine 7s, 111; Vermont Central 1st mort., 9; Cheshire 6s, 1896, 97 $\frac{1}{2}$; Cape Cod 7s, 1881, 104 $\frac{1}{4}$; Middlesex Horse R. R. 8s, 1885, 108; Omaha and Southwestern 8s, 97; Cedar Rapids and Missouri River R. R. 7s, 1916, 100; Summit Branch R. R., 10; Cheshire R. R. pref., 31 $\frac{1}{4}$; Boston, Revere Beach and Lynn R. R., 60 $\frac{1}{2}$; Manchester and Lawrence R. R., 119 $\frac{1}{4}$; Chicago, Iowa and Nebraska R. R., 111 $\frac{1}{4}$; Cedar Rapids and Missouri R. R., Iowa R. R. Land Co., 60; Boston Land, 3 $\frac{1}{4}$; Boston 5s, 1906, 110 $\frac{3}{4}$; do. 6s, 1880, 106 $\frac{1}{4}$; Springfield, Mass., 6s, 1881, 105 $\frac{1}{2}$; Rockland, Me., 6s, 1891, 104 $\frac{1}{2}$; Charlestown 6s, 1893, 113 $\frac{1}{2}$; Chelsea 6s, 1895, 110 $\frac{7}{8}$; Chicago 7s, 1894, 110 $\frac{3}{4}$; Cincinnati 6s, 1906, 97 $\frac{3}{4}$; do. 7.30s, 1906, 102 $\frac{3}{4}$; Cleveland 7s, 1879, 103 $\frac{3}{8}$; do. 1878, 104; Duncan Silver Mining Co., 1 $\frac{1}{4}$; International, 30c.

FISK & HATCH, Bankers,

No. 5 NASSAU ST., NEW YORK.

U. S. GOVERNMENT BONDS bought and sold in amounts to suit investors; also, Gold, Silver and foreign coins; Deposits received in Currency or Gold, and interest allowed on Balances; Special attention paid to Investment Orders for Miscellaneous Stocks and Bonds.

ILLINOIS CENTRAL RAILROAD COMPANY,
NEW YORK, July 18, 1877.

A DIVIDEND OF TWO (2) PER CENT HAS been declared by this company, payable on the 1st day of September next, to the holders of the capital stock of this company as registered at the close of the 14th day of August next, after which, and until the 5th day of September, the transfer-books will be closed.
L. V. F. RANDOLPH, Treasurer.

Lightning Rods—Theory versus Practice.

Whatever differences of opinion may exist in regard to the theoretical principles which underlie the construction of lightning rods, there can be no doubt about the fact that a good rod of any kind, well arranged and faithfully put up, as regards ground connections, etc., is infinitely superior to a rod of the best theoretical design, carelessly erected; consequently those who wish to feel safe, ought by all means to employ trustworthy and intelligent parties to do their work. A long acquaintance with Mr. West, of Cortlandt street, New York, has convinced us that although we do not entirely agree with him upon certain points connected with the construction of rods, yet that Mr. West

puts up a good and reliable protector, from the fact that whatever he does is done honestly and well.—*Amer. Journal of Microscopy.*

Redemption of Five-twenty Bonds.

The Secretary of the Treasury on the 16th inst. issued the fifty-first call for the redemption of five-twenty bonds of 1865—known as five-twenty bonds of the act of March 3, 1865, (consols of 1865.) The call is for \$10,000,000, of which \$7,000,000 are coupons and \$3,000,000 registered bonds. The principal and accrued interest will be paid at the Treasury of the United States in the city of Washington on and after the 16th of October, 1877, and interest will cease on that day. The bonds designated are as follows:

Coupon bonds.—Dated July 1, 1865, namely: \$50, No. 17,001 to No. 24,000, both inclusive; \$100, No. 29,001 to No. 40,000, both inclusive; \$500, No. 27,001 to No. 34,000, both inclusive; \$1,000, No. 52,001 to No. 64,000, both inclusive. Total coupon, \$7,000,000.

Registered bonds.—Redeemable at the pleasure of the United States, after the 1st day of July, 1870: \$50, No. 701 to No. 900, both inclusive; \$100, No. 6,401 to No. 8,550, both inclusive; \$500, No. 5,201 to No. 6,150, both inclusive; \$1,000, No. 16,501 to No. 19,850, both inclusive; \$5,000, No. 5,051 to No. 5,900, both inclusive; \$10,000, No. 4,473 to No. 5,354, both inclusive. Total registered, \$3,000,000.

The amount outstanding included in the numbers above is \$10,000,000. All United States bonds forwarded for redemption should be addressed to the "Loan Division, Secretary's Office," and all registered bonds should be assigned to "The Secretary of the Treasury for redemption." Where parties desire checks in payment for registered bonds drawn to order of any one but the payee, they should assign them to the Secretary of the Treasury for redemption on account of the owner or owners.

At a meeting of the directors of the Erie and North Shore Dispatch Company, being the various fast freight lines consolidated, at Detroit on the 13th inst., the report showed that 528 more tons were carried in the past six months at \$27,000 less expense. Several other railways are desirous of becoming members.

The Paducah and Elizabethtown (Ky.) Railroad is said to be prospering well under Gen. Minty's management. Recently 7,000 new ties have been put down and seven miles of steel rails laid, and it is proposed to work in steel gradually all along the route.

The town of Sherbrooke, Canada, has voted, at a public meeting, by 51 to 19, to grant \$25,000 as a free gift to the Waterloo and Magog R. R. Co., on condition of their building that road to Sherbrooke.

The directors of the Portsmouth, Gt. Falls and Conway Railroad, elected on the 10th inst., are: Alfred P. Rockwell, Samuel C. Lawrence, Robert W. Hooper, Jas. W. Johnson and George W. Burleigh.

Samuel Sloan has been re-elected President, and H. B. Ledyard General Manager of the Michigan Central Railroad Company.

Hydraulic Elevator.

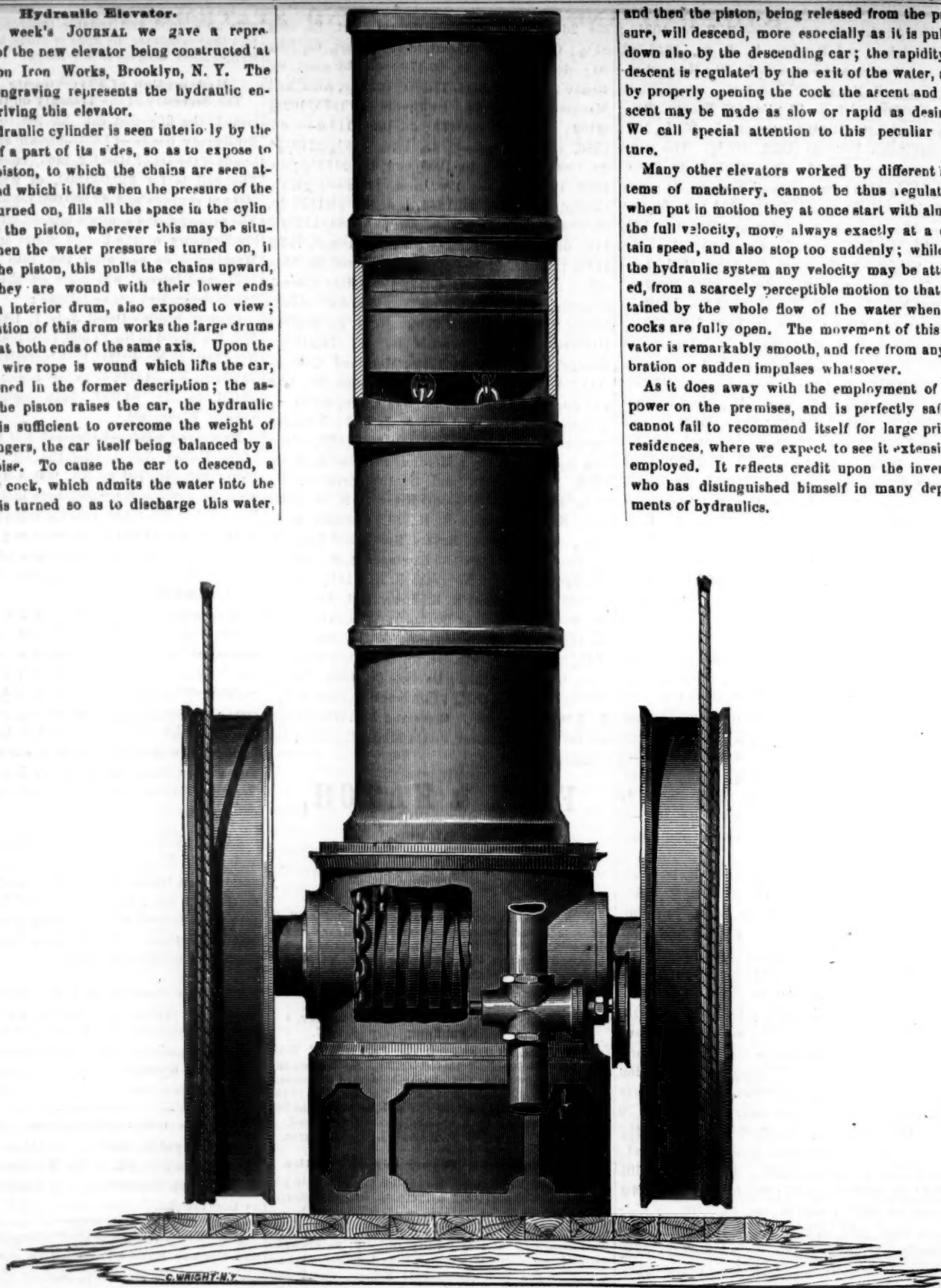
In last week's JOURNAL we gave a representation of the new elevator being constructed at the Burdon Iron Works, Brooklyn, N. Y. The annexed engraving represents the hydraulic engine for driving this elevator.

The hydraulic cylinder is seen interiorly by the removal of a part of its sides, so as to expose to view the piston, to which the chains are seen attached, and which it lifts when the pressure of the water is turned on, fills all the space in the cylinder below the piston, wherever this may be situated. When the water pressure is turned on, it elevates the piston, this pulls the chains upward, and as they are wound with their lower ends around an interior drum, also exposed to view; the revolution of this drum works the large drums attached at both ends of the same axis. Upon the latter the wire rope is wound which lifts the car, as mentioned in the former description; the ascent of the piston raises the car, the hydraulic pressure is sufficient to overcome the weight of the passengers, the car itself being balanced by a counterpoise. To cause the car to descend, a three-way cock, which admits the water into the cylinder, is turned so as to discharge this water,

and then the piston, being released from the pressure, will descend, more especially as it is pulled down also by the descending car; the rapidity of descent is regulated by the exit of the water, and by properly opening the cock the ascent and descent may be made as slow or rapid as desired. We call special attention to this peculiar feature.

Many other elevators worked by different systems of machinery, cannot be thus regulated; when put in motion they at once start with almost the full velocity, move always exactly at a certain speed, and also stop too suddenly; while by the hydraulic system any velocity may be attained, from a scarcely perceptible motion to that obtained by the whole flow of the water when the cocks are fully open. The movement of this elevator is remarkably smooth, and free from any vibration or sudden impulses whatsoever.

As it does away with the employment of any power on the premises, and is perfectly safe, it cannot fail to recommend itself for large private residences, where we expect to see it extensively employed. It reflects credit upon the inventor, who has distinguished himself in many departments of hydraulics.

**HYDRAULIC ELEVATOR.**

AS CONSTRUCTED AT THE BURDON IRON WORKS, BROOKLYN, N. Y.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	\$3,500,000	J. & J.	July '77 31	Little Miami. 50	6,871,450	quarterly	June '77 2	Vermont and Mass. 100	\$1,800,000	A. & O.	2 pl. '77 21
Atlanta and West Point. 100	1,232,200	J. & J.	July '75 3	Little Schuylkill. 50	2,648,100	J. & J.	July '77 31	Ware River. 100	750,000	J. & J.	July '77 31
Atlantic and Gulf. 100	3,093,200	— & —	—	Long Island. 50	3,000,000	M. & S.	May '78 10	Warren (N. J.). 100	1,800,000	A. & O.	Apr. '77 31
Atlantic and Gulf. 100	786,476	M. & N.	Nov. '73 31	Louisv. Cin. and Lex. 50	1,623,483	J. & J.	July '78 3	Warwick Valley. 100	225,000	A. & O.	Apr. '72 2
Atlantic and St. Law. 100	5,000,000	M. & S.	June '77 3	“ “ pref. 100	848,700	J. & J.	Jan. '74 4	Westchester & Phil. pref. 100	821,300	J. & J.	July '77 4
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '77 5	Louisville & Nashville. 100	9,980,000	F. & A.	Feb. '74 4	West Jersey. 100	1,585,750	F. & A.	Feb. '77 3
Baltimore and Ohio. 100	13,151,962	M. & N.	May '77 5	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. 100	180,000	J. & J.	July '77 3
Washington Br. 100	1,650,000	A. & O.	Apr. '75 5	Lowell and Andover. 100	500,000	J. & J.	July '77 31	Winchester & Strasburg. 100	500,000	J. & J.	July '77 31
Berkshire. 100	320,000	quarterly	Apr. '77 11	Lowell and Lawrence. 100	200,000	A. & O.	Apr. '77 3	Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
Blossburg & Corning. 50	250,000	J. & D.	Dec. '72 24	Lykens Valley. 100	600,000	F. M. A. N.	Aug. '75 24				
Boston and Albany. 100	20,000,000	M. & N.	May '77 4	Macon and Western. 100	2,500,000	J. & J.	July '73 5				
Bos., Cin. & Fitch. pref. 100	1,172,000	— & —	Jan. '76 3	Manchester and Lew. 100	1,000,000	M. & N.	May '77 5				
Agricultural Br. guar. 100	60,000	J. & D.	June '76 3	Marquette & Cincinnati. 50	1,408,912	— & —	—				
Bost. Conc. & Mont. pref. 100	800,000	M. & N.	May '77 3	“ “ 1st pref. 50	8,130,719	M. & S.	Sep. '66 31				
Boston and Lowell. 500	3,200,000	J. & J.	Jan. '75 3	“ “ 2d pref. 50	4,460,368	M. & S.	Sep. '66 31				
Boston and Maine. 100	6,921,274	M. & N.	May '77 2	Massachusetts. 100	400,000	F. & A.	Feb. '75 3				
Boston and Providence. 100	4,000,000	M. & N.	May '77 3	Memphis & Charleston. 25	5,312,725	J. & D.	Jan. '69 3				
Attleborough Branch. 100	131,700	J. & J.	July '77 31	Michigan Central. 100	18,738,204	J. & J.	Jan. '73 4				
Bost., Revere B. & Lynn. 100	350,000	quarterly	Dec. '76 2	Mill Creek & Minehill. 50	323,375	J. & J.	July '77 31				
Buffalo, N. Y. and Erie. 100	950,000	F. & A.	Dec. '76 31	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	July '77 31				
Camden and Amboy. 100	5,847,800	quarterly	Jan. '77 2	Morris and Essex. 100	282,350	J. & J.	July '77 6				
Camden and Atlantic. 50	377,400	quarterly	Jan. '77 2	Mt. Carbon & Pt. Carbon. 50	280,000	M. & N.	May '77 2				
“ “ pref. 50	838,311	quarterly	Jan. '77 2	Nashua and Lowell. 100	1,529,000	J. & J.	Dec. '76 3				
Camden & Burl. Co. 100	381,925	J. & J.	July '77 3	Nashville and Decatur. 100	6,575,256	A. & O.	Apr. '77 14				
Cape May and Millville. 50	447,000	J. & D.	Dec. '76 3	Nash., Chat. & St. Louis. 100	1,918,400	J. & J.	Jan. '77 5				
Catawissa & Fogolet. 50	426,900	Novemb.	Nov. '71 6	Naugatuck. 50	1,000,000	M. & S.	Mar. '77 5				
Catawissa. 50	1,159,600	— & —	—	Nequehoning Valley. 50	1,000,000	J. & J.	Jan. '76 31				
“ “ pref. 50	2,200,000	M. & N.	May '77 31	Newark and N. York. 100	977,400	J. & J.	Jan. '76 31				
“ “ 2d pref. 50	1,000,000	M. & N.	May '77 31	N. Castle & Beaver Val. 50	1,800,000	quarterly	July '77 24				
Cayuga and Susq. 50	589,110	J. & J.	Jan. '77 4	N. Haven & Northamp. 100	606,000	quarterly	Oct. '74 3				
Cedar Rapids & Mo. R. 100	6,860,400	F. M. A. N.	May '77 1	New Jersey. 100	7,295,200	quarterly	July '77 24				
“ “ pref. 100	769,600	F. & A.	Feb. '77 31	New London Northern. 100	1,418,800	quarterly	Apr. '77 2				
Central of Georgia. 100	7,500,000	J. & D.	June '74 4	N. Y. Cen. & Hudson R. 100	89,428,330	quarterly	July '77 2				
Central of New Jersey. 100	20,600,000	quarterly	Apr. '75 24	New York and Harlem. 100	8,500,000	J. & J.	July '77 4				
Central Ohio. 50	2,425,000	J. & J.	Jan. '77 2	“ “ pref. 100	1,500,000	J. & J.	July '77 4				
“ “ pref. 50	400,000	J. & J.	Jan. '77 2	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	May '77 6				
Central Pacific. 100	54,275,500	A. & O.	Apr. '77 4	N. Y., Provid. & Boston. 100	2,500,000	quarterly	May '77 24				
Chemung. 100	380,000	quarterly	Jan. '77 14	Nig. Bridge & Canand. 100	1,000,000	J. & J.	July '77 3				
Cheshire, preferred. 100	2,155,300	J. & J.	Jan. '77 1	North Carolina. 100	4,000,000	irregular	Jan. '73 5				
Chicago and Alton. 100	10,065,400	M. & S.	Mar. '77 4	N. Eastern (S. C.) pref. 100	96,000	M. & N.	May '67 4				
“ “ pref. 100	2,425,400	M. & S.	Mar. '77 4	North Pennsylvania. 50	3,978,156	F. & A.	Feb. '77 3				
Chicago, Burl. & Quincy. 100	27,598,242	M. & S.	Mar. '77 5	Northern Central. 100	5,842,000	— & —	Apr. '76 3				
Chicago, Iowa & Nebraska. 100	3,916,200	J. & J.	July '77 5	Northern N. Hamp. 100	3,098,400	J. & D.	June '77 24				
Chi., Mil. and St. Paul. 100	15,399,261	A. & O.	Dec. '76 7	Northern New Jersey. 100	1,000,000	J. & J.	July '77 4				
“ “ pref. 100	12,274,483	A. & O.	Oct. '76 31	Norwich and Worcester. 100	2,604,400	J. & J.	July '77 5				
Chicago & N. Western. 100	14,994,600	J. & D.	Dec. '72 31	Ogdensb. & L. Champl. 100	3,077,000	J. & J.	July '76 2				
“ “ pref. 100	21,455,653	J. & J.	Jan. '77 24	“ “ pref. 100	2,000,000	A. & O.	July '77 4				
Chicago, B. I. & Pacific. 100	25,000,000	quarterly	Aug. '77 2	Ohio and Mississippi. 100	20,000,000	quarterly	Mar. '75 31				
Cin., Ham. & Dayton. 100	3,500,000	A. & O.	Apr. '73 4	“ “ pref. 100	4,030,000	J. & D.	Mar. '75 31				
Cin., Sand. and Cleve. 50	2,980,550	— & —	Apr. '72 10	Old Colony. 100	6,733,800	J. & J.	July '77 3				
“ “ pref. 50	413,150	M. & N.	May '77 2	Oswego and Syracuse. 100	482,400	F. & A.	Feb. '77 4				
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Feb. '76 3	Pacific of Missouri. 100	3,635,750	quarterly	Aug. '77 1				
Cleveland & Mahoning. 50	2,057,569	M. & N.	May '77 3	Panama. 100	7,000,000	quarterly	Aug. '77 8				
Cleveland & Pittsburgh. 100	11,236,150	quarterly	June '77 12	Paterson and Hudson. 100	632,000	J. & J.	July '77 4				
Columbus and Xenia. 50	1,786,800	M. J. S. D.	June '77 2	Paterson and Newark. 100	250,000	J. & J.	Jan. '77 3				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '77 4	Paterson and Ramap. 100	243,000	J. & J.	Jan. '77 3				
Concord. 100	1,600,000	M. & N.	May '77 5	Pemb. & Hightstown. 50	342,150	J. & J.	Jan. '75 3				
Concord and Port. 100	350,000	J. & J.	July '77 3	Pennsylvania. 100	68,870,200	quarterly	May '77 14				
Conn. & Passaic div. 1. 100	2,100,000	F. & A.	Feb. '75 3	Peria & Bureau Val. 100	1,200,000	F. & A.	Feb. '77 4				
Connecticut Av. 50	2,100,000	J. & J.	July '77 4	Philadelphia and Erie. 50	6,004,300	J. & J.	July '74 4				
Cumberland and P. 100	1,294,950	J. A. J. O.	Apr. '77 2	“ “ pref. 50	2,400,000	M. J. S. D.	June '77 3				
“ “ 1st pref. 50	241,900	A. & O.	Apr. '77 4	Phil. Ger. & Norristown. 50	1,628,250	J. & J.	Jan. '76 24				
“ “ 2d pref. 50	243,000	A. & O.	Apr. '77 4	Philadelphia & Reading. 100	82,725,775	quarterly	July '76 31				
Danbury and Newf. 50	600,000	— & —	Dec. '75 11	“ “ pref. 50	1,551,800	quarterly	July '77 24				
Delaware. 100	1,320,950	J. & J.	Jan. '77 3	Phila. and Trenton. 100	1,259,100	quarterly	July '77 24				
Del., Lackaw. & Westn. 100	23,500,000	quarterly	Jan. '76 24	Phila., Ft. & Balt. 50	11,561,250	J. & J.	July '77 4				
Detroit & Milwaukee. 50	822,140	— & —	—	Pittsb., W. & Chi. 100	19,714,285	quarterly	July '77 11				
“ “ pref. 50	2,095,000	J. & D.	Dec. '69 7	“ “ Special Imp. 100	6,504,298	quarterly	July '77 11				
Dubuque & Sioux City. 100	6,000,000	A. & O.	Apr. '77 14	Pittsfield & N. Adams. 100	40,000	J. & J.	July '77 24				
East Pennsylvania. 50	1,509,200	J. & J.	July '77 3	Port. and Keenebec. 100	616,700	J. & J.	Jan. '75 3				
East Mahoning. 50	392,950	J. & J.	July '77 2	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 3				
East Tenn., Va. & Ga. 100	1,968,274	A. & O.	Apr. '76 3	Port., Saco & Port. 100	1,500,000	J. & J.	July '77 3				
Eastern (Mass.). 100	4,997,600	J. & J.	July '78 3	Providence & Worcester. 100	2,000,000	J. & J.	Jan. '77 4				
Eastern (N. H.). 100	492,500	J. & J.	July '78 3	Raleigh and Gaston. 100	1,500,000	J. & J.	July '71 6				
Elmira, Jof. & Canand. 100	600,000	F. & A.	Aug. '74 24	Rensselaer & Saratoga. 100	6,000,000	J. & J.	July '77 4				
Elmira & Williamsport. 50	500,000	M. & N.	May '77 24	Roch. & Genesee Val. 110	555,200	— & —	July '75 5				
“ “ pref. 50	500,000	J. & J.	Jan. '77 31	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '76 3				
Erie Railway. 100	78,000,000	— & —	Oct. '73 1	Rutland. 100	2,480,800	— & —	—				
“ “ pref. 100	8,539,911	— & —	Oct. '73 31	“ “ preferred. 100	4,185,700	F. & A.	Feb. '75 31				
Erie and Pittsburg. 50	1,090,250	quarterly	May '77 11	St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2				
Fitchburg. 100	4,000,000	J. & J.	July '77 3	St. L., Alt. & T. Route. 100	2,300,000	— & —	—				
Georgia. 100	4,200,000	J. and J.	Jan. '77 3	“ “ pref. 100	2,040,000	— & —	—				
Granite Railway. 100	250,000	J. and J.	July '76 4	St. L., I. Mt. & South'n. 100	14,348,950	F. & A.	Feb. '74 3				
Great Western (Ca.). 100	19,237,404	A. and O.	Apr. '74 14	St. L., Kan. C. & North. 100	12,000,000	— & —	—				
Hanover & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 31	“ “ pref. 100	12,000,000	— & —	—				
“ “ pref. 100	6,978,224	Annual.	Aug. '70 7	Schuylkill Valley. 50	676,050	J. & J.	July '77 24				
Hanover Branch, (Ia.). 50	116,550	M. & N.	May '75 5	Seaboard and Roanoke. 100	1,151,400	M. & N.	May '77 3				
Harlem Extension. 100	4,000,000	— & —	—	Shamokin V. & Pottav. 50	889,450	F. & A.	Feb. '77 3				
Harrisburg & Lancaster. 50	1,182,500	J. & J.	Jan. '77 31	Shore Line. 100	995,800	J. & J.	Jan. '77 4				
Houston, pref. 100	1,180,000	quarterly	July '77 2	Sioux C. & Pacific pref. 100	169,000	A. & O.	Apr. '77 31				
Huntingdon & Bd Twp. 100	880,000	— & —	—	South Branch (N. J.). 100	438,300	J. & J.	Jan. '77 3				
“ “ pref. 50	450,750	J. & J.	July '76 31	South Carolina. 100	5,819,275	F. & A.	Feb. '72 1				
Indiana Central. 100	29,007,000	F. & A.	Feb. '77 2	South Western (Ga.). 100	3,892,300	J. & D.	June '77 31				
Indianapolis, Cin. & Laf. 100	7,685,497	M. & S.	Sept. '67 4	Staten Island. 100	600,000	J. & J.	July '67 1				
Iowa Falls & Sioux City. 100	4,625,000	quarterly	Dec. '76 1	Stockbridge and Pitts. 100	443,700	J. & J.	July '71 24				
Iowa Railroad Land Co. 100	7,620,000	quarterly	May '77 1	Stony Brook. 100	267,500	M. & N.	Nov. '75 3				

BOOKS AND MAGAZINES.

A Practical Treatise on Lightning Protection, by HENRY W. SPANG. With Illustrations. Philadelphia: Claxton, Remsen & Haffelfinger, 1877.

One of the truest statements in this book is that persons heretofore engaged in the business of manufacturing and erecting lightning conductors have not made any effort to obtain a proper knowledge of the electrical science, and hence have not constructed and applied lightning rods in a proper scientific manner. Their object has, apparently, been to make money, rather than afford protection from lightning. Of this fact the public have been and are well informed by manufacturers who construct and erect reliable lightning rods. Hence the want of faith in any device which is put forward as a patented article, and requires a whole book to show the fallacy of many plans for lightning protection and the efficiency of a new one.

The author claims to have had a long practical experience in the telegraph business, and has considered himself fully competent to compile a work on lightning rods, &c. The book commences with information on electricity much of which, if not all in substance, may be found in Well's Natural Philosophy and other elementary works on electricity, and closes with a chapter on "Reform in the Lightning Protection Business," which is undoubtedly original. But other works are drawn upon for statements and illustrations which the author by not crediting the writers would have the reader consider as his own production. The little practical work, entitled "Lightning Rods and how to construct them," by John Phil, C. E., a book written in 1873, not in the interest of any patent or special manufacture has proved useful to him, and we are pleased to think he quotes such good authority. Knight's Mechanical Dictionary, page 1818, has proved equally valuable to him. It is customary, and indeed frequently necessary, for authors to make excerpts from other writings; a recognition of the book or the author by naming the one or the other is a courtesy which the author of this work on Lightning Rods does not seem willing to grant.

Eastern (N. H.) Railroad.

The following is an extract from the report of the directors of the Eastern Railroad in New Hampshire, presented at the annual meeting of the stockholders held in Portsmouth on the 10th inst.:

It is nearly a year since you, at the annual meeting of the Eastern Railroad in New Hampshire, July 11, 1876, saw fit to elect, by a unanimous vote, the undersigned as officers of your corporation. You deemed it wise to select for your officers persons who were free from all interest in the Eastern Railroad Company of Massachusetts. Your directors continue uninterested financially in the affairs of the Massachusetts Company, but watchful regarding the same wherever your interests are concerned.

Various previous attempts to change the management of your company had proved unsuccessful; and your corporation, a twelvemonth since, was, as for many years it had been, under the practical control of the Eastern Railroad Company of Massachusetts. So completely was this the case, that when, many years since, some of your shareholders, believing that the Massachusetts Company was not fulfilling its agreements under the lease of 1840, sought to obtain an authoritative decision on those points, not only were obstructions thrown in the way of their endeavors, but after these same stockholders, at the end of a

long and doubtless costly suit at law, succeeded in fully establishing, under decisions of the Supreme Court of the State of New Hampshire, all that they had claimed as rightfully yours, the then directors of your road, who themselves were allied officially or otherwise with the Massachusetts Company, surrendered at once (if their action was lawful) by what is known as the contract or lease of 1862, all that had been gained by these years of labor on the part of individual stockholders of your road.

Under this lease or contract it is claimed that you are entitled to no income whatever for the use of your property, except and when the Massachusetts Company shall make a dividend to its own stockholders, and then only to the extent of the dividend which may be made by that company to its own shareholders; and it is claimed that these conditions exist until the termination of the contract of 1840, that is, until A. D. 1939.

Your directors could not for an instant concede the correctness of the position taken by the Eastern Railroad Company. At the same time, both as directors of your road, and as watchful of the public welfare, they recognized that the control of the transportation over your road was desirable for the better management of what the Massachusetts Company call, and seek to make of their own and connecting roads—a great through route to the eastward. If this desire on the part of the Massachusetts Company could be accomplished, and at the same time there could be secured to you an equitable income from your property and the enjoyment of your corporate rights, free from the domination of another, and in some respects antagonistic corporation, mutual good would be accomplished.

Your directors, immediately after their election, addressed themselves to this end, and stated to the officers of the Eastern Railroad Company their desire to adjust any matters of difference between the two corporations by negotiation, rather than by the more dilatory and less agreeable means of processes of law. Your directors report, with sincere regret, that their efforts, which were continued, notwithstanding various delays interposed by the Massachusetts Company, for nearly six months, failed of success, and that they were compelled to seek relief by measures at law.

* * * * *

Your directors believe that both law and equity, as well as common sense, will sustain them in their efforts to break the hold which the Eastern Railroad Company claims to have upon your property for a term longer than two generations to come; and their efforts will be faithfully and persistently continued to this end.

Regarding the Eastern Railroad Company, which derives its charter from the State of Massachusetts, it may be said that it owns less than forty-two miles of main track and less than seventy-seven miles of branches in that State; of which branches, according to the reports of its officers, only thirty-five miles are considered to have been judicious investments, or to yield directly or indirectly a profit; while thirty-seven miles are year by year run at a loss, causing a continuous drain upon the other resources of the company. As regards the results of the business over the other five miles of branches, no data is given in the reports. It may be added, that, outside of its investments in Massachusetts, that company virtually owns the Wolfborough Road in New Hampshire, twelve miles in length; which road, according to the Eastern Railroad Company's reports, "is a failure, and its operation an expense." The road also owns the equity of the Portsmouth, Great Falls and Conway Railroad, another road whose net earnings are not nearly enough to pay the interest on its bonded debt, according to the same reports. Besides these, it has invested more than twelve hundred thousand dollars in the purchase of more than a third of the stock of the Maine Central Railroad Company; a corporation which, to say the least, has not yet had occasion to consider the subject of a dividend. The same

company has also expended substantially two and a half millions of dollars in providing ground upon which it may establish "suitable terminal facilities" at Boston; a sufficient commentary upon which is the fact stated in their own words, that "the single freight house now standing on the Austin street property has abundant capacity for all the freight we are now receiving there, and for all that can be reasonably expected to arrive there for a term of years."

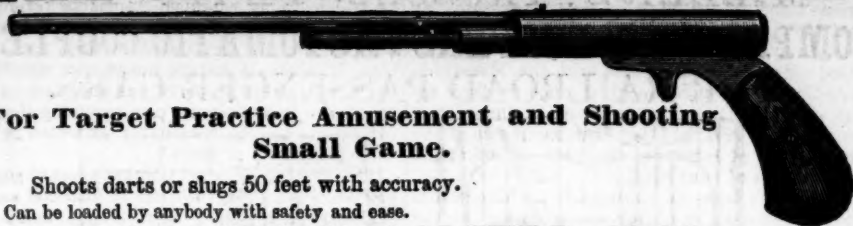
The Eastern Railroad Company has changed its position since 1863, from one of financial ease and comfort—paying easily the interest, and retiring year by year a portion of the principal of its debt, at the same time paying dividends to its shareholders—to one where it has increased its capital until it aggregates nearly five millions of dollars, where it has increased its debt until it nearly or quite reaches fifteen millions of dollars; these liabilities together, if averaged over its forty-two miles of main track in Massachusetts, exceeding \$475,000 a mile; or, if averaged over that portion of its parent road and branches which it claims as yielding a profit, exceeding \$250,000 a mile; or, if averaged over all the miles of road in Massachusetts or elsewhere of which it owns the fee or equity, equaling substantially \$100,000 a mile. The officers of the road acknowledge by a late report that the road has suffered, by actual and estimated losses, to the extent of nearly eight and a quarter millions of dollars. They state its net earnings for the last financial year at less than \$684,000, while its requirements to pay the interest on its mortgage debt, at the low rate of 3½ per cent, gold, and the interest on rentals of leased roads, very much exceed this amount. This current yearly deficit will be largely augmented when the terms for paying 4½ per cent and 6 per cent interest on its mortgage debt shall arrive.

Of the Eastern Railroad in New Hampshire we may say that it is a road important in itself, though of far less pretensions or magnitude than the Massachusetts road, being not quite seventeen miles in length, having a share capital of less than five hundred thousand dollars, with no funded debt, and with a floating debt of less than five hundred dollars. Nearly half of its capital is held in New Hampshire, and a very large part of it by those who have an interest in the Massachusetts road. Its liabilities for capital and debt average less than thirty thousand dollars a mile. Regarding its earnings all information is denied us by the Eastern Railroad Company; but your directors are sufficiently well-informed to say that they will yield an entirely satisfactory return if they can be secured. Your directors readily admit that there are many and serious difficulties which stand in the way of our enjoyment of our own; but, were the Eastern Railroad Company to show a disposition for an amicable settlement, these difficulties would vanish. We can demonstrate the value of our road, and that year by year it is yielding to the Massachusetts Company a net return of tens of thousands of dollars.

That a road in the condition which the Massachusetts Company is shown to be; a road which has almost practically destroyed itself, and is not likely in the life-time of any person now in its management to pay a dividend upon its capital stock—that such a road should seek to retain the control of your road for more than sixty years to come, without yielding any rental therefor, save the possibility of a dividend when it shall pay one to its own shareholders, a contingency few if any dream as ever likely to occur again—is more than your directors think they or you are required by reason, law or common sense to expect.

A new survey of the projected Narrow Gauge Railroad to Cape May is about to be made. This will be with a view to make the road a straight line from Camden to Goshen, and from there a straight line to Cape May. This will leave Millville and Port Elizabeth about four miles to the west of the road, and run through the old Cumberland Furnace tract.

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A Mechanical Horse.

An ingenious gentleman of Berlin, Herr Friedrich Netzsck, has invented a horse. The animal is made of iron, and the motive power, instead of being its own legs, is derived from the legs of the rider. The iron horse, as the Berlin papers call him, showed off his paces the other day in the garden of Hagan's Summer Theater, in the presence of the leading mechanics and journalists of the German capital. The concern is described as consisting of two wheels, two meters high; between these "finds itself" the horse, upon which mounts the rider. The latter moves his legs "after the English fashion of riding," (this means, we presume, that he rises and falls in his saddle) and the thing goes along as fast as a quick trotting horse. The road makes no difference—it is all the same whether the machine goes gently over the stones or moves swiftly on the hard highroad—and the facility with which the strange steed turned around corners excited the admiration of all beholders. Herr Netzsck believes that his invention will be of great use to porters and others for the carrying of light loads, and he has confident hopes that it will be highly appreciated by the numerous classes who are fond of saddle exercises but are destitute of the wherewithal to buy and maintain horses of flesh and blood; he contemplates, too, its application to the drawing of cabs and other carriages. It is even conceivable that in this invention we have the charger of the future. An animal that does not eat and cannot die would be of inestimable value in warfare. There are one or two other significant omissions in the description from which we quote. We are not told how a man of flesh and blood is expected to support the fatigue of moving, by riding in his stirrups, a creature of iron, or if it be possible, to keep it going in any place less flat than Berlin, a city which, as everybody knows, is as level as a billiard board.—*Geneva Continent.*

The Coal Trade.

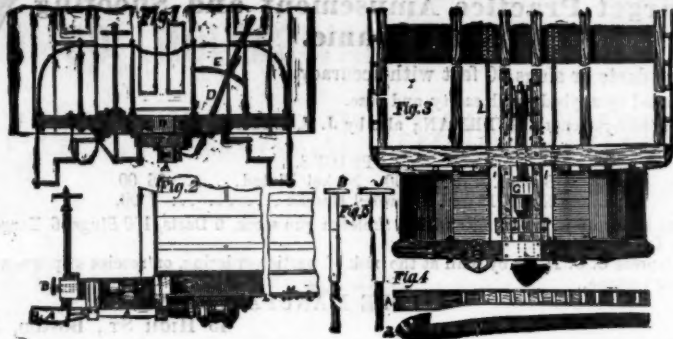
For the week ending on the 7th instant, the total tonnage, as reported by the several carrying companies, amounted to 359,285 tons, against 182,383 tons in corresponding week last year, an increase of 176,972 tons. The total amount of anthracite mined for the coal year is 10,172,016 tons, against 7,881,679 for same period last year, an increase of 2,290,337 tons. The quantity of bituminous coal sent to market for the week was 53,780 tons, against 61,868 tons for corresponding week last year, a decrease of 8088 tons. The whole bituminous tonnage from the beginning of the coal year is 1,625,036 tons, against 1,679,549 tons in corresponding time last year, a decrease of 54,513 tons. The total tonnage of all kinds of coal for the week is 413,065 tons, against 244,181 to corresponding date last year, an increase of 168,884 tons, and the total tonnage for the coal year is 11,797,052 tons, against 9,561,228 tons to same date last year, an increase of 2,235,824 tons. The receipts at Perth Amboy for the week ending on the 7th instant were 24,404 tons, the shipments 21,881 tons, leaving a stock on hand of 181,849 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the fourth week in June was 85,269 tons of which 69,278 tons were coal, and 15,991 tons coke. The total carried for the year is 3,317,868 tons, of which 1,181,800 tons were coal and 446,798 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger, July 16.*

The Western Counties Railway Company, of Nova Scotia, have lately purchased rolling stock for the Windsor Branch and will begin working that line on the 1st of August, at which time it is to be delivered to the company by the Dominion Government.

Experiments are being made in Paterson, N. J., with oil as fuel for locomotives. It is claimed that it will answer the purpose, and that locomotives can be run at one-fourth the expense by this means.

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